DEPARTMENT OF CITY PLANNING 100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

# Addendum To
# Draft Environmental Impact Report
# for the
# Ferry Building Complex

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Publication Date: 27 May 1983

Public Comment: 27 May 1983 through 27 June 1983

Written comments (on this material only) should be sent to the Environmental Review Officer, Office of Environmental Review, 450 McAllister Street, 5th floor, San Francisco, CA 94102.

Please Note: There will be no public hearing on this Addendum.

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May 27, 1983

MEMORANDUM

TO: Interested Parties
FROM: Alec S. Bash, Environmental Review Officer

RE: EE81.63: FERRY BUILDING COMPLEX, ADDENDUM TO DRAFT ENVIRONMENTAL IMPACT REPORT, AND PROCEDURES FOR COMMENTS

A Draft EIR for the Ferry Building Complex was published October 15, 1982 and a public hearing held November 18, 1982. Since the public hearing, the project sponsor has requested consideration of a composite alternative. In addition, more detailed information about the project has become available from refined plan drawings and further calculations regarding site area and project dimensions. Some errata have also been discovered. Therefore, this Addendum to the DEIR has been published to allow for public review of the new material.

The attached Addendum to the DEIR contains: errata (other than non-substantive errata); Alternative AA, a description of the preferred composite alternative which incorporates all, or parts of, several alternatives presented in the DEIR; and additional information mainly regarding Alternative F-1, Off-Site Mechanical Parking Structure. Where there may be differences between the text of the DEIR and the Addendum, the Addendum supersedes the older material.

Written comments on this Addendum will be accepted through close of business June 27, 1983. Comments on matters other than those contained in the Addendum will not be accepted. PLEASE NOTE THAT COMMENTS MUST BE SUBMITTED IN WRITING. THERE WILL BE NO PUBLIC HEARING ON THIS ADDENDUM. Please address comments to Alec S. Bash, Environmental Review Officer; Department of City Planning; 450 McAllister Street, 5th Floor; San Francisco, CA 94102; Attention: Carol Roos.

Written comments on this Addendum will be incorporated with comments previously received during the DEIR public comment period, and the comments and responses will be presented to commenters and the City Planning Commission prior to certification of the EIR.

(415) 558-4656 450 McAllister Street San Francisco, CA 94102

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Addendum to draft
environmental impact
[1983]

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## REVISIONS TO DEIR TEXT

Changes and additions are underlined except where an entire paragraph is added.

page 21:

The last sentence is replaced with the following text: "The new construction would be within the existing 66 foot height of the roof monitors. The monitors are raised, windowed roof structures which may be used for natural ventilation of the remodeled Ferry Building."

page 22:

Table 1, footnote 6 is revised as follows: "Does not include 13,000 square feet of office space vacant at the time of space use survey. Exclusion of this space from "existing" uses gives a worst case analysis for the proposed project and all alternative proposals in this DEIR since no vacant space has been assumed in the various alternatives considered."

page 23:

Add footnote 3 to Total, Existing 212,000 square feet: "3. Does not include 13,000 square feet of vacant office space, see footnote 6, page 22."

page 24:

Table 3 is replaced with a corrected Table 3 in which the main difference is the 92,000 square feet figure for the existing Ferry Building footprint.

page 58:

Section D, ¶ 1, sentence 1, is corrected to read: "About 20% or 93,000

Table 3.

EXISTING AND PROPOSED FOOTPRINTS[1] AND GROSS AREA

| | Footprint Existing/Proposed | Gross Floor Area Existing/Proposed |
|---|---|---|
| Ferry Building | 92,000[2]/122,400 | 323,000[3]/ 350,000[4] |
| Agriculture Building | 21,000[5]/ 21,400 | 36,000 / 60,600[6] |
| Pier One | 86,000 / 67,500 | 90,000[7]/ 198,700[8] |
| Subtotal | 199,000 /211,300 | 449,000 / 609,300 |
| Other | 1,400[9]/ 1,400[10] | 1,400[9]/ 1,400[10] |
| Total | 200,000 /212,700 | 450,400 / 610,700 |

1. Footprint refers to total building area within the perimeter of ground floor exterior walls; it indicates the amount of building coverage on site.
2. Includes 3,000 square feet of boiler room and 550 square feet of bar north of the central entry pavilion.
3. On the existing three floors of the Ferry Building.
4. On three full floors and a new, partial fourth floor.
5. On existing two floors and mezzanine.
6. Includes a new, partial third floor.
7. Includes existing second floor of bulkhead building and mezzanine.
8. Includes three floors (two additional floors) in a new Pier One building.
9. Includes existing National Car Rental building.
10. Includes kiosks and stalls for open air market on BART platform.

Source: Continental Development Corporation.

square feet of the outdoor area within the site is publicly accessible, without cost, at all times to pedestrians."

page 87:

The beginning of ¶ 3 has been revised to read as follows: The project would differ from planning and policy goals in its proposed amount, mix and location of land uses and public spaces. For the site area as a whole the project would provide about 95,000 more square feet of open space than called for in the Plans."

page 88:

The last sentence has been corrected to read: "About 31,000 square feet of public open space would be provided at the proposed tidal stairs and plaza areas around the building (see revised Table 13, Addendum pp. 4-7).

page 89:

The sentence beginning on line 12 has been amended to read: "In addition, about 17,000 square feet of galleria space are proposed, an element not envisioned in either the Total Design Plan or the Northeastern Waterfront Plan (see revised Table 13, Addendum pp. 4-7).

The last sentence has been modified to read: "there would be an increase of 37,000 square feet in uncovered, walkable open space, from 4,000 square feet to 41,000 squate feet (see revised Table 13, Addendum pp. 4-7).

page 90:

Column 2, ¶ 5, sentence 1, is revised to read: "Public open space would be about 208,000 usable, walkable square feet compared to an existing 93,000 square feet."

page 91:

Column 2, ¶ 1, line 7 is updated to read "encouraged; and 43% of the site would be open space."

page 92:

Column 2, last ¶, sentence 1 has been updated to read as follows: "Three thousand five hundred and twenty five square feet of deteriorated fill would be removed in the North Plaza area between the Ferry Building and Pier One, 127 square feet would be replaced to give a net decrease of 3,398 square feet of fill. The existing 62,500 square feet of deck would be replaced by 26,800 square feet of new deck, for a net decrease of 35,700 square feet.

page 113:

Column 2, ¶ 4, last sentence has been corrected to read "about 43% of the site would be publicly accessible."

page 114-115, Table 13:

The correct percentage of usable walkable open space area existing on the site is 19.5% not 41%. The 41% for existing and 42% for proposed usable walkable open space were calculated in different ways. The former was calculated using hard surface area of the site (with buildings subtracted from total site area), while the 41% was based on total site area including built area. Thus, the two figures in DEIR Table 13 are not comparable. Note that 41% of the hard surface area of the site is 68,000 square feet and less than 19.5% of the total site. The 42% proposed usable walkable open space should be 42.5%.

Table 13 (p. 5 of this addendum) has been revised to correct these errors in calculation, and to consolidate the numerous categories in the Table so that the proposed project evaluated in the DEIR may be more easily compared with the Preferred Composite Alternative now proposed by project sponsor (see p. 13 of this Addendum).

Some of the revisions of Table 13 are due to changed circumstances on site in the interval since the EIR was first drafted. For example,

## Table 13

## AREA PUBLICLY ACCESSIBLE TO PEDESTRIANS
(In Square Feet)

| Site Area | Existing | | Proposed | |
|---|---|---|---|---|
| | Sq. Ft. | Acres | Sq. Ft. | Acres |
| Total site area above water | 575,900 | 13.2 | 562,000 | 12.9 |
| Less areas excluded from lease | -68,000 | -1.6 | -68,000 | -1.6 |
| Less Embarcadero roadway within lease | -31,000 | -0.7 | - 4,600 | -0.1 |
| Usable site area | 476,900 | 10.9 | 489,400 | 11.2 |
| Net surface fill removed | | | 13,900 | 0.3 |
| **Exterior Public Spaces** | Existing | | Proposed | |
| | Open (1)* | Other (2) | Open (1) | Other (2) |
| Agriculture Building (including Tidal Stairs) | 10,800 | | 23,800 | 7,100 |
| South Plaza | 5,100 | | 30,100 | 13,700 (3) |
| BART Platform Plaza | 61,700 | | 50,600 | |
| Ferry Building Area | 9,600 | 15,200 | 39,500 | 4,900 |
| North Plaza | 1,400 | | 23,000 | 12,300 (4) |
| Pier One Area | 4,300 | 20,300 (5) | 41,000 | 16,300 |
| | 92,900 | 35,500 | 208,000 | 54,300 |
| Percent of usable site area | 19.5 | 7.4 | 42.5 | 11.1 |
| Total, Open and Other | 128,400 | | 262,300 | |
| Percent of usable site area | 26.9 | | 53.6 | |
| **Interior Public Spaces** | | | | |
| Agriculture Building Galleria | | | 3,900 | |
| Ferry Building Galleria and atrium | | | 39,500 | |
| Pier One Galleria | | | 17,000 | |
| Total publicly accessible interior space | | | 60,400 | |
| Percent of usable site area | | | 12.3 | |
| Total public space, interior and exterior | | | 322,700 | |
| Percent of usable site area | | | 62.9 | |

*Notes on next page.

Footnotes to Table 13.

1. "Open" areas are public pedestrian-accessible spaces, uncovered by overhangs, on which a person may freely walk. Areas signed "No Trespassing" or marked for parking are not considered pedestrian-accessible. All areas given are outdoors and accessible 24 hours a day. There is no entry fee for these areas.

2. "Other" areas are public pedestrian-accessible spaces which are covered by overhangs, planters (noted where occurring), or areas not open 24 hours a day (noted where occurring).

3. Includes 11,100 square feet of planter area.

4. Planter area.

5. Includes 4,900 square feet of planter area and 15,400 square feet of open deck not accessible 24 hours a day.

during EIR preparation the Ferry Plaza Restaurant was under construction and fences blocked off the restaurant and surrounding open area from public use. The Restaurant is now completed and so this portion of the site is accessible open space and is included in the revised Table 13.

page 118:

¶'s 1, 2, and 3 have been revised to read as follows:

" (1) The project would include about 208,000 square feet of usable, walkable open space that could meet BCDC criteria -- or about 43% of the non-submerged site area. This would consist of the open-air market area and open space created by the removal of the car rental office and surface parking. When the market is not in operation, this area would be an open plaza. Table 13, p. 114-115 shows the areas included in the 208,000 square feet of open space. (Net fill removal for the entire project would be 13,900 square feet.)

(2) In the second category, other publicly accessible space would include about 54,300 square feet of area under building overhangs to be located under the elevated north and south wings that would be added to the Bay side Ferry Building addition and adjacent to the Pier One plaza. The area under the wings would be about 14 feet high and about 14 feet wide, and thus open to light and air. Planter areas are included in the 54,300 square feet. This space would provide an additional 11% publicly accessible space, for a total of 54%.

(3) The third type of public pedestrian access would be provided throughout the galleria and atrium in the Ferry Building; the galleria in the Agriculture Building; and the galleria and public display areas proposed for Pier One. An additional 60,400 square feet of public

area proposed for the inside of project buildings would bring the combined interior and exterior free public area to about 323,000 square feet or 63% of the usable site area."

page 121:

Right column, ¶ 8. "The project would create demand for about 380 short-term parking spaces."

page 122:

Column 2, ¶ 1. Revised to read as follows: "The fourth floor addition to the third bay of the Ferry Building would be within the existing 66 foot height of the raised roof monitors and would step down to the water at the fourth bay."

page 123:

Column 2, ¶ 3 is revised to read "(a) Approximately 208,000 square feet (including the tidal stairs) or 43% non-submerged site area would be publicly accessible, as defined by the SAP. An additional 23% of the site would be devoted to other interior and exterior public areas (galleria, atrium, areas covered by overhangs, etc.)."

page 126:

Column 2, ¶ 4, last sentence is modified to read "The highest part of the project would not exceed the existing 66-foot height of the Ferry Building roof monitors."

page 131:

The following has been added to the first ¶: "A new analysis, made possible by increased project information and a finer level of analysis, indicates that the peak in vehicular trips would occur at midday rather than coinciding with the PM peak. The analysis of p.m. traffic impacts is, therefore, a worst case analysis. The traffic Level of

Service would be B or better at the Embarcadero/Mission and Embarcadero/Washington intersections at midday.

page 143:

Change ¶ 2, first sentence to read: "The total net increase in parking demand from the rehabilitation project is estimated to be 370 long-term and 280 short-term parking spaces."

Delete lines 6-8.

Delete sentences beginning on lines 13 and 15.

¶ 3, lines 17-21 is revised to read as follows: "The project would generate a demand for 370 long-term and 280 short-term parking spaces in addition to the long-term and short-term parking demand currently generated by the uses on the project site. The project would remove 66 existing short-term spaces and 364 existing long-term spaces and would provide 375 short term spaces. The net on-site deficit of long-term parking would be 370 spaces. The new short-term parking (375 spaces) would approximately equal the projected short-term parking demand (100 existing plus 280 new = 380 spaces).

pages A-35 and A-36:

Tables B-1 and B-2 are replaced by the following revised tables. (See pp. 10-11).

Summary of DEIR:

As a result of the above changes, the Summary is changed as follows:

page 1:

The last sentence in ¶ 2 has been replaced with the following text: "Two hundred and eight thousand square feet or about 43% of the 489,000 square foot site, would be walkable open space. There would

## Table B-1

## CHANGE IN PILES (BAY FILL)(1)
## IN SQUARE FEET

| | BUILDING(2) | | | | PUBLIC(3) | | | | TOTAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Existing | Proposed | Change | % | Existing | Proposed | Change | % | Existing | Proposed | Change | % |
| Agriculture Building(4) | 350 | 580 | + 230 | + 65.7 | 60 | 10 | - 50 | -83.3 | 410 | 590 | + 180 | + 43.9 |
| South Plaza | 0 | 0 | 0 | 0 | 140 | 140 | 0 | 0 | 140 | 140 | 0 | 0 |
| BART Platform Plaza | 0 | 0 | 0 | 0 | 1,150 | 770 | - 380 | -33.0 | 1,150 | 770 | - 380 | - 33.0 |
| Ferry Building Area | 39,890 | 41,460 | + 1,570 | + 3.9 | 360 | 590 | + 230 | +63.9 | 40,250 | 42,050 | + 1,800 | + 4.5 |
| North Plaza | 0 | 0 | 0 | 0 | 3,460 | 120 | -3,340 | -96.5 | 3,460 | 120 | - 3,340 | - 96.5 |
| Pier One Area | 2,840 | 16,650(5) | +13,810 | +486.3 | 2,000 | 2,160 | + 160 | + 8.0 | 4,840 | 18,810 | +13,970 | +288.6 |
| TOTAL | 43,080 | 58,690 | +15,610 | + 36.2 | 7,170 | 3,790 | -3,380 | -47.1 | 50,250 | 62,480 | +12,230 | + 24.3 |

(1) Areas are cross sectional areas of bay fill at water line of portions of site east of the existing seawall, except areas not included in lease.

(2) Building areas include fill under footprint areas and fill under deck areas beneath buiding overhangs.

(3) Public areas include publicly accessible fill under all open deck and pier areas, except areas exempted from lease and deck areas under building overhangs.

(4) Includes Tidal Stair Plaza.

(5) Includes 13,360 sq.ft. of fill under the Bulkhead parking structure.

Source: Peter Culley & Associates, Structural Engineers.

Table B-2

CHANGE IN DECK AREAS (BAY FILL)(1)

IN SQUARE FEET

| | BUILDING(2) | | | | PUBLIC(3) | | | | TOTAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Existing | Proposed | Change | % | Existing | Proposed | Change | % | Existing | Proposed | Change | % |
| Agriculture Building(4) | 15,400 | 20,900 | + 5,500 | +35.7 | 5,600 | 1,900 | - 3,700 | - 66.1 | 21,000 | 22,800 | + 1,800 | + 8.7 |
| South Plaza | 0 | 0 | 0 | 0 | 17,800 | 17,500 | - 300 | - 1.7 | 17,800 | 17,500 | - 300 | - 1.7 |
| BART Platform Plaza | 0 | 0 | 0 | 0 | 64,600 | 55,000 | - 9,600 | - 14.9 | 64,600 | 55,000 | - 9,600 | -14.9 |
| Ferry Building Area | 109,800 | 119,600 | + 9,800 | + 8.9 | 5,000 | 21,700 | +16,700 | +334.0 | 114,800 | 141,300 | +26,500 | +23.0 |
| North Plaza | 0 | 0 | 0 | 0 | 62,500 | 26,800 | -35,700 | - 57.1 | 62,500 | 26,800 | -35,700 | -57.1 |
| Pier One Area | 81,900 | 88,300 | + 6,400 | + 7.8 | 29,500 | 26,500 | - 3,000 | - 10.2 | 111,400 | 114,800 | + 3,400 | + 3.0 |
| TOTAL | 207,100 | 228,800 | +21,700 | +10.5 | 185,000 | 149,400 | -35,600 | - 19.2 | 392,100 | 378,200 | -13,900 | - 3.5 |

(1) Includes areas east of existing seawall, except areas not included in lease.

(2) Building areas include footprint areas and include deck areas under building overhangs.

(3) Public areas include all open areas, except area excepted from lease and deck areas under building overhangs.

(4) Includes Tidal Stair Plaza.

Source: Peter Culley & Associates, Structural Engineers.

be an additional 54,000 square feet, or 11% of the site, in planters, outdoor areas under overhangs and areas not open twenty four hours a day."

page 2:

¶ 3 has been revised as follows: "The project would remove 66 existing short-term spaces and 364 existing long-term spaces, for a total of 430 spaces; the mechanical parking structure inside the Pier One bulkhead building would accommodate 375 cars. There would be a net decrease of about 55 spaces on the site. The project would create demand for about 280 short-term parking spaces and 370 long-term parking spaces in addition to existing on-site demand. Parking would be priced to encourage short term use, so there would be a deficit of about 370 long-term parking spaces. Taking into account the existing demand for about 100 short-term parking spaces, the new short-term parking would be approximately the same as the demand. There would be a net increase of about 8460 person trips to the site each day, resulting in about 2600 additional transit trips daily and 325 transit trips during the p.m. peak hours. A more refined analysis shows that the peak in vehicular trips would occur at the noon hour, when they would have less impact, rather than at the p.m. peak. The project would require 19 off-street loading spaces. No off-street loading spaces are proposed by the project. Instead, the demand is proposed to be accommodated curbside on The Embarcadero. About 30 feet of the east side of The Embarcadero (northbound) is within site boundaries."

page 8:

Section "(8) The 1983 Preferred Composite Alternative" is added at the end of E. Alternatives.

## AA. 1983 PREFERRED COMPOSITE ALTERNATIVE

### Introduction.

Since publication of the DEIR in October 1982, some aspects of the proposed project have changed. Some of the changes incorporate portions of alternatives covered in the DEIR Alternatives Chapter (DEIR pp. 201-224). In order to present the description of this new proposal in one place for the convenience of the reader, the new alternative, referred to as the "1983 Preferred Composite Alternative," is described in the following new text, which is to be inserted at the beginning of Chapter VII, Alternatives to the Proposed Project, preceding Alternative A, p. 201:

### Description.

The 1983 Preferred Composite Alternative would combine all or parts of the following DEIR Alternatives: Alternative C. Design Alternatives for the Ferry Building and Pier One (pp. 207-208); portions of Alternative D. No Plan Amendments (p. 209); Alternative E-1. Additional Office Development (pp. 213-214); Alternative E-2. Additional Retail/Restaurant Development (pp. 214-216); and Alternative F-2(d). Off-Street Loading Spaces (pp. 220-222). Alternative F-1. Off-Site Mechanical Parking Structure (pp. 216-220) is relevant; its implementation would be the responsibility of the Port which has indicated its intent to provide parking for the Ferry Building project on this site by Resolution No. 83-16.

This Alternative would include retention of three Pier One bulkhead facades (the east facade would not be preserved), construction of a new three-story building behind the bulkhead building on Pier One after demolition of the pier shed, and partial rehabilitation of the Ferry and Agriculture Buildings, (see Fig. 1, p. 15 for a site plan).

Under the 1983 Preferred Composite Alternative, Pier One would have about 214,000 square feet of offices (about 53,000 sq. ft. or 33% more than the 161,000 square feet in the DEIR Proposed Project) and 4,000 square feet of restaurant space (no change). All areas are occupied square feet.

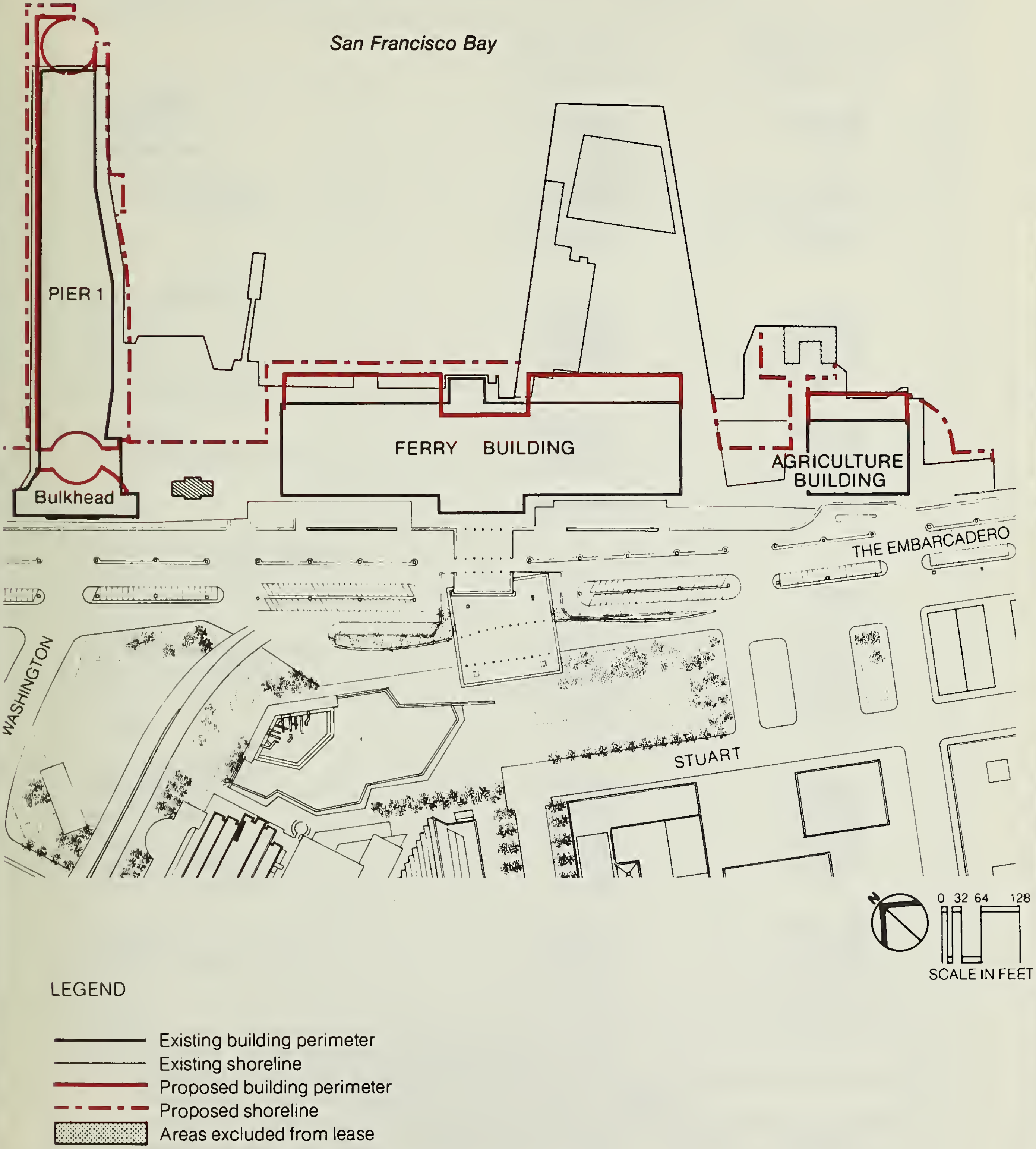
The 30-foot wing extensions of the DEIR Proposed Project for the north and south ends of the Ferry Building (DEIR p. 27) and the semicircular restaurant extension on the BART platform would be eliminated. The 1983 Preferred Composite Alternative would provide 95,500 square feet of office in the Ferry Building (51,500 sq. ft. less than in the DEIR Proposed Project and 80,500 sq. ft. less than presently existing); 47,000 square feet of restaurant space (14,000 sq. ft. more than proposed in the DEIR Proposed Project); and 103,500 square feet of retail (37,500 sq. ft. more than in the DEIR Proposed Project).

The Agriculture Building would contain a 9,000 square foot food hall at ground level (a 3,000 sq. ft. or 25% decrease from the 12,000 sq. ft. DEIR Proposed Project); the 35,100 square foot World Trade Club on the second and third floors (no change); and three loading spaces (none in DEIR Proposed Project).

All areas are occupied square feet = net rentable square feet. Gross square feet include the interior open space, service and loading areas (See Table 1, p. 16, for area tabulations by use in each building).

The project, overall, would include about 309,500 square feet of office space, or about a half a percent more than originally proposed in the DEIR; 60,000 square feet of restaurant space, or about 22% (11,000 square feet) more than the 49,000 square feet originally proposed; 103,500 square feet

**figure** 1. EXISTING AND PREFERRED COMPOSITE ALTERNATIVE BUILDING COVERAGE



Source: Bendix Environmental Research, Inc. and
I.M. Pei & Architects

### Table 1.
### 1983 PREFERRED COMPOSITE ALTERNATIVE FERRY BUILDING COMPLEX AREA TABULATIONS

| | Gross Area (sq. ft.) | Occupied Area* (sq. ft.) |
|---|---|---|
| Pier One | | |
| Office | 249,000[1] | 214,000 |
| Restaurant | 4,700[1] | 4,000 |
| Retail | - | - |
| Service/Loading | 5,900 | N/A |
| Total | 260,000 | 218,000 |
| Ferry Building | | |
| Office | 129,400 | 95,500 |
| Restaurant | 68,900[1] | 47,000 |
| Retail | 151,700[1] | 103,500 |
| Service/Loading | - | N/A |
| Subtotal | 350,000 | 246,000 |
| Outdoor Commercial | N/A | 1,400 |
| Total | 350,000 | 247,400 |
| Agriculture Building | | |
| Office | - | - |
| Restaurant (Food Hall) | 17,900 | 9,000 |
| Retail | - | - |
| World Trade Club | 39,200 | 35,100 |
| Service/Loading | 3,500 | N/A |
| Total | 60,600 | 44,100 |
| Project Totals | | |
| Office | 378,800 | 309,500 |
| Restaurant | 91,500 | 60,000 |
| Retail | 151,700 | 103,500 |
| World Trade Club | 39,200 | 35,100 |
| Service/Loading | 9,400 | N/A |
| Subtotal | 670,600 | 508,100 |
| Outdoor Commercial | N/A | 1,400 |
| Total | 670,600 | 509,500 |

---

1. Derived by proportion of occupied areas.
2. Offices for World Trade Club considered ancillary to that use, and therefore, not included in office use category.

* Occupied areas are calculated to include net rentable area and do not include corridors, circulation space, gallerias, lobbies, mechanical equipment rooms, service areas, toilet rooms, stairs, shafts, etc.

Source: Continental Development Corporation.

of retail space, or 57% more than originally proposed; 35,100 square feet of World Trade Club area (no change); and 1,400 square feet of outdoor commercial space (no change).

There would be approximately 48,600 square feet of public space in galleria and atrium areas inside the buildings compared to the 60,400 square feet for the DEIR Proposed Project (a net decrease of 11,800 sq. ft.). The 1983 Preferred Composite Alternative would include approximately 271,000 square feet of landscaped exterior public areas (55% of usable site area, a 1% increase in usable site area over the DEIR proposal). This figure includes 228,700 square feet of uncovered, walkable areas (46% of usable site area, a 3% increase in usable site area over the DEIR proposal) and 42,500 square feet of covered walkable areas and planters compared with 54,300 sq. ft. for the DEIR proposal. (See Table 2, pp. 18-19, for further information on publicly accessible area. This Table may be compared with the revised Table 13, p. 5 of this Addendum which contains information on the DEIR Proposed Project.) There would be 4,500 linear feet of continuous public walkway at the water's edge (about 5% more than DEIR proposal). There would be plazas at the east end of Pier One, between Pier One and the bulkhead structure, at the south side of Pier One, at the north and south ends of the Ferry Building, on the City side of the Ferry Building, at the center of the Bay side of the Ferry Building, and south of the Agriculture Building. The existing plaza at the BART platform would be maintained and improved. The semicircular restaurant on the BART platform proposed on DEIR p. 27 would be eliminated, in conformity with Total Design Plan and Northeastern Waterfront Plan policies calling for the platform to remain primarily open. (See Figure 1, p. 14, which corresponds to Fig. 10, DEIR p. 25.)

## Table 2.
## 1983 PREFERRED COMPOSITE ALTERNATIVE AREA PUBLICLY ACCESSIBLE TO PEDESTRIANS

| | Proposed in DEIR | | 1983 Preferred Alternative | |
|---|---|---|---|---|
| | Sq. Ft. | Acres | Sq. Ft. | Acres |
| Site Area | | | | |
| Total site area above water | 562,000 | 12.9 | 571,400 | 13.1 |
| Less areas excluded from lease | - 68,000 | - 1.6 | - 68,000 | - 1.6 |
| Less Embarcadero Roadway within lease | - 4,600 | - 0.1 | - 8,300 | - 0.2 |
| Usable site area | 489,400 | 11.2 | 495,100 | 11.3 |
| Net surface fill to be removed | - 13,900 | - 0.3 | - 4,500 | - 0.1 |
| | Proposed in DEIR (sq. ft.) | | 1983 Preferred Alternative (sq. ft.) | |
| | Open[1] | Other[2] | Open[1] | Other[2] |
| Exterior Public Spaces | | | | |
| Agriculture Building (including Tidal Stairs) | 23,800 | 7,100 | 21,100 | 4,800 |
| South Plaza | 30,100 | 13,700[3] | 33,800 | 6,800[4] |
| BART Platform Plaza | 50,600 | | 54,900 | 1,700 |
| Ferry Building Area | 39,500 | 4,900 | 50,400 | 7,800[5] |
| North Plaza | 23,000 | 12,300[4] | 24,600 | 8,600[4] |
| Pier One Area | 41,000 | 16,300 | 43,900 | 12,800 |
| Total | 208,000 | 54,300 | 228,700 | 42,500 |
| Percent of total usable site area | 42.5 | 11.4 | 46.2 | 8.6 |
| Total, Open and other | 262,300 | | 271,200 | |
| Percent of total usable site area | 53.6 | | 54.8 | |

Continued next page

Table 2. (Continued)

1983 PREFERRED COMPOSITE ALTERNATIVE AREA PUBLICLY ACCESSIBLE TO PEDESTRIANS, CONTD.

| | Proposed in DEIR Sq. Ft. | 1983 Preferred Alternative Sq. Ft. |
|---|---|---|
| Interior Public Spaces | | |
| Agriculture Building galleria | 3,900 | 3,900 |
| Ferry Building atrium and galleria | 39,500 | 39,500 |
| Pier One galleria | 17,000 | 5,200 |
| Total publicly accessible interior space | 60,400 | 48,600 |
| Percent of usable site area | 12.3 | 9.8 |
| Total public space, interior and exterior | 322,700 | 319,800 |
| Percent total usable site area | 65.9 | 64.6 |

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1. "Open" areas are uncovered by overhangs, public pedestrian accessible-spaces on site on which a person may walk freely. Surface areas signed "No Trespassing" or marked for parking are not considered pedestrian-accessible. All areas given are outdoors, accessible 24 hours a day. There is no admission fee for these areas.
2. "Other" areas are public pedestrian-accessible spaces which are covered by overhangs, planters (noted where occurring) and areas not open 24 hours a day (noted where occurring).
3. Includes 11,100 square feet of planter area.
4. Planter area.
5. Includes 800 square feet of planter area.

Source: Continental Development Corporation

Fill and Deck Description.

At Pier One, the existing superstructure would be removed from deck level up, except for the three bulkhead facades to be retained. The deck would be braced for seismic safety. The DEIR Proposed Project would extend Pier One by 15 feet. In the 1983 Preferred Composite Alternative the pier would be extended eastward about 85 feet further (total 120 ft.) for half the width of the pier (the northern side of the east end of the pier) and 30-70 additional feet for the other half (the southern side of the east end of the pier). These additions would require new pilings. Of the existing 115,000 square feet of deck at Pier One, 6,000 square feet (5%) would be removed and replaced. There would be a net increase of 17,000 square feet of deck, a 15% increase in deck area compared to the 400 square foot (0.3%) decrease in the DEIR Proposed Project. See Table 3, p. 21 for a summary of changes in deck areas and Table 4, p. 22, for a summary of changes in piles.

New and replacement fill would be required for seismic upgrading, replacement of deteriorated fill and extension of deck areas around the Ferry and Agriculture Buildings and Pier One, as for the DEIR Proposed Project. Some decking and fill would be permanently removed. At the North Plaza, between the Ferry Building and Pier One, about 63,000 square feet of existing deteriorated deck and supporting piles would be removed. New piles would be driven and about 28,000 square feet of replacement deck would be installed, resulting in a net removal of 34,000[1] square feet of deck, providing 1,500 more square feet of deck (5.6%) than the DEIR Proposed Project.

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[1] Numbers do not add due to rounding.

### Table 3.
### 1983 PREFERRED COMPOSITE ALTERNATIVE CHANGE IN DECK AREAS (BAY FILL)[1]
(in square feet)

| | DEIR Proposed | 1983 Preferred Alternative | Change | % Change |
|---|---|---|---|---|
| Agriculture Building[2] | 22,800 | 20,400 | - 2,400 | - 10.5 |
| South Plaza* | 17,500 | 14,800 | - 2,700 | - 15.4 |
| BART Deck | 55,000 | 62,700 | + 7,700 | + 14.0 |
| Ferry Building | 141,300 | 132,700 | - 8,600 | - 6.1 |
| North Plaza** | 26,800 | 28,300 | + 1,500 | + 5.6 |
| Pier One | 114,800 | 128,700 | +13,900 | + 12.2 |
| TOTAL | 378,200 | 387,600 | + 9,400 | + 2.3 |

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[1] Includes areas east of existing seawall, except areas not included in lease.
[2] Includes Tidal Stairs.

* Between the Ferry Building and the Agriculture Building.
** Between the Ferry Building and Pier One.

Source: Peter Culley & Associates, Structural Engineers.

### Table 4.
### 1983 PREFERRED COMPOSITE ALTERNATIVE CHANGE IN PILES (BAY FILL)[1]
(in square feet)

| | DEIR Proposed | 1983 Preferred Alternative | Change | % Change |
|---|---|---|---|---|
| Agriculture Building[2] | 590 | 620 | + 30 | + 5.1 |
| South Plaza* | 140 | 140 | 0 | + 3.7 |
| BART Deck | 770 | 1,050 | + 280 | + 36.4 |
| Ferry Building | 42,050 | 40,020 | - 2,030 | - 4.8 |
| North Plaza** | 120 | 120 | 0 | + 8.5 |
| Pier One | 18,810[3] | 5,370 | -13,440 | - 71.5 |
| TOTAL | 62,480 | 47,320 | -15,160 | - 24.3 |

1. Areas are cross sectional areas of bay fill at water line of portions of site east of existing seawall, except areas not included in lease.
2. Includes Tidal Stairs.
3. Includes 13,360 square feet of fill under the Bulkhead parking structure.

* Between the Ferry Building and the Agriculture Building.
** Between the Ferry Building and Pier One.

Source: Peter Culley & Associates, Structural Engineers.

At the north portion of the eastern deck behind the Ferry Building, the following would be removed: boiler room and piles, deck (about 18' x 280') and piles, and various piles and piers in the water east of the deck. New piles would be driven and the deck extended approximately 34 feet beyond the present deck to permit building expansion and a walkway. South of the clocktower, the Ferry Building would be extended approximately 36 feet eastward over the BART platform which would have holes cut in the deck to allow installation of new pile caps to restore the present deck. Of the existing 126,000 square feet of deck at the Ferry Building (including 10,000 sq. ft. on the BART platform), 11,000 square feet (9%) would be removed and replaced with new deck and piles, and another 11,000 square feet of new deck would be added. The Preferred Composite Alternative would provide 8,600 square feet (6.8%) less deck here than the DEIR Proposed Project.

About 15,000 square feet of deteriorated deck and piles at the South Plaza, between the Ferry and Agriculture Buildings, would be removed and replaced with new deck and piles to give about 15,000 square feet of deck, 2,700 square feet (15%) less than in the DEIR Proposed Project. The 1,800 square feet of deteriorated deck south of the Agriculture Building would be removed and replaced. New piles and deck would be installed at the tidal stairs. About 7,000 square feet of new deck would be installed in this area, for a net increase of about 5,500 square feet (2,400 sq. ft. less than proposed in the DEIR).

The 1918 addition to the Agriculture Building would be demolished and three facades of the 1915 City side portion of the building would be retained. Bay side additions to the Agriculture Building would not extend beyond the existing deck line. New piles would be driven in the existing deck for support of the new structure.

There would be a net removal of 2,800 square feet of deck and fill at the Agriculture Building (remove 9,800 sq. ft., replace 7,000 sq. ft.). The 1983 Preferred Composite Alternative would have 2,400 square feet (11%) less deck than the DEIR Proposed Project.

The portion of the Agriculture Building which would be retained and the first floor slab have had a history of uneven settlement, repairs and further settlement. The soil report[1] indicates the piles on the land side of the sea wall are incapable of safely supporting the structure. Therefore, new piles would be driven on each side of the retained walls and a new beam system would be installed to support the walls and a new floor slab.

Table 5 (p. 25) compares the existing and DEIR Proposed Project land uses on the site to those proposed for the 1983 Preferred Composite Alternative (this Table may be compared to Table 1, DEIR, p.22). The site presently has 212,000 square feet of offices, not including 13,000 square feet of unrented office space.[2] The 1983 Preferred Composite Alternative would provide an increase of about 97,500 square feet of office (46%), 58,200 square feet of restaurant and 100,500 square feet of retail, 13,100 square feet for the World Trade Club, and 400 square feet of outdoor retail, together with a decrease of 6,200 square feet of storage and 13,000 square feet of museum/display compared to existing uses. This would result in a

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[1] Harding-Lawson Associates, Phase I Geotechnical Engineering Services, Ferry Building Complex, The Embarcadero between Mission and Washington Streets, San Francisco, California, April 8, 1981, p. 10. This report is on file with the Department of City Planning, Office of Environmental Review, 450 McAllister St. 5th Floor, San Francisco, CA 94102.

[2] There were 13,000 sq. ft. of vacant office space at the time of the DEIR survey. This was assumed as a constant condition for DEIR analyses. The same assumption has been made in this Addendum for consistency and comparability.

## Table 5.
## 1983 PREFERRED COMPOSITE ALTERNATIVE[1]
## OCCUPIED AREA BY USE
## (in square feet)

| | Existing[2] | (%) | DEIR Proposed Project | (%) | 1983 Preferred Composite Alternative | (%) | 1983 Preferred Net Change From Existing |
|---|---|---|---|---|---|---|---|
| Office | 212,000 | 82 | 308,000 | 67 | 309,500 | 61 | + 97,500 |
| Restaurant | 1,800 | 0.7 | 49,000 | 11 | 60,000 | 12 | + 58,200 |
| World Trade Club | 22,000 | 8 | 35,100 | 8 | 35,100 | 7 | + 13,000 |
| Retail | 3,000[3] | 1 | 66,000 | 14 | 103,500 | 20 | + 100,500 |
| Museum Display | 13,000[4] | 5 | none | | none | | - 13,000 |
| Storage | 6,200[5] | 2 | none | | none | | - 6,200 |
| Outdoor | 1,000[6] | 0.4 | 1,400 | 0.2 | 1,400 | 0.3 | + 400 |
| TOTAL | 259,000[7] | 99[8] | 459,500 | 100 | 509,500 | 100 | 250,500 |

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1. Occupied areas are net rentable area and do not include corridors, circulation space, gallerias, lobbies, mechanical equipment rooms, service areas, restrooms, stairs, etc.
2. Areas are based on existing tenant leases with the Port.
3. Includes travel agencies.
4. Includes space occupied by the California Division of Mines and Geology.
5. Space rented out by Port as storage.
6. Florist kiosk under Ferry Building clocktower.
7. Does not include 13,000 square feet of vacant office space.
8. Does not add to 100% because of rounding.

Source: Continental Development Corporation.

net increase of 250,500 square feet, approximately doubling the existing occupied area.

Table 6 (p. 27) shows the existing land uses by building compared to the proposed land uses under the 1983 Preferred Composite Alternative (this Table maybe compared to Table 2, DEIR p. 23 for comparison of the 1983 Preferred Alternative to the DEIR Proposal). Pier One would increase to 218,000 square feet from about 89,500 square feet, or by 128,500 square feet (144%), all occupied square feet. The Ferry Building would have about 247,000 square feet of area, compared to about 243,300 square feet under existing conditions, a 4,100 square foot (1.7%) increase. The total area in the Agriculture Building would be increased to 44,100 square feet from 31,000, an increase of 13,100 square feet (42%). There would be a total increase of uses at the site of 145,700 square feet (40%) from an existing 363,800 to a proposed 509,500 square feet(see Table 6, p. 25). As shown in Table 2, p. 23 of the EIR, the DEIR Proposed Project would provide for a total increase of about 95,700 square feet (about 25% over existing).

Table 7 (p. 28) shows the building footprint area and gross area for each building under existing and proposed conditions. Due to building additions and new floors, the gross area in all buildings would be 672,000 square feet, or about 221,600 square feet (49%) more than under existing conditions. Pier One would be increased by 170,000 square feet, the Ferry Building by 27,000 square feet and the Agriculture Building by 24,600 square feet. Table 7 can be compared with Table 3, DEIR p. 24, showing a comparison of existing conditions and the DEIR Proposed Project. The gross floor area of the DEIR Proposed Project would be about 36% more than now exists.

### Table 6.
### 1983 PREFERRED COMPOSITE ALTERNATIVE
### OCCUPIED AREA BY BUILDING, EXISTING AND PROPOSED[1]
(in square feet)

| | Ferry Building Existing/Proposed | Agriculture Bldg. Existing/Proposed | Pier One Existing/Proposed | Total Existing/Proposed |
|---|---|---|---|---|
| Office | 176,000 / 95,500 | 31,000/ 0 | 5,000/214,000 | 212,000/309,500 |
| Restaurant | 500 / 47,000 | 0/ 9,000 | 1,300/ 4,000 | 1,800/ 60,000 |
| World Trade Club | 22,000 / 0 | 0/35,100 | 0/ 0 | 22,000/ 35,100 |
| Retail | 3,000 /103,500 | 0/ 0 | 0/ 0 | 3,000/103,500 |
| Museum/ Display | 13,000 / 0 | 0/ 0 | 0/ 0 | 13,000/ 0 |
| Storage | 6,200 / 0 | 0/ 0 | 0/ 0 | 6,200/ 0 |
| Outdoor | 1,000 / 1,400[2] | 0/ 0 | 0/ 0 | 1,000/ 1,400 |
| Parking | 8,600 / 0 | 0/ 0 | 83,200/ 0 | 91,800/ 0 |
| Vacant | 13,000[3]/ 0 | | | 13,000/ 0 |
| TOTAL | 243,300 /247,400 | 31,000/44,100 | 89,500/218,000 | 363,800/509,500 |

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1. Compare with DEIR Table 2, p. 23, covering existing and DEIR Proposed Project.
2. Open air market kiosks and stalls on the BART platform.
3. Office space.

Source: Continental Development Corporation.

Table 7.
1983 PREFERRED COMPOSITE ALTERNATIVE
EXISTING AND PROPOSED FOOTPRINTS[1] AND GROSS AREA
(in square feet)

| | Footprint<br>Existing/Proposed | Gross Floor Area<br>Existing/Proposed |
|---|---|---|
| Ferry Building | 91,900[2]/116,000 | 323,000[3]/350,000[4] |
| Agriculture Building | 21,000[5]/ 20,400 | 36,000 / 60,600[6] |
| Pier One | 85,600 / 80,200 | 90,000[7]/260,000[8] |
| Subtotal | 198,500 /216,600 | 449,000 /670,600 |
| Other | 1,400[9]/ 500 | 1,400[9]/ 1,400[10] |
| TOTAL | 199,900/217,100 | 450,400 /672,000 |

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1. Footprint refers to total building area within the perimeter of ground floor exterior walls; it indicates the amount of building coverage on site.
2. Includes 3,000 square feet of boiler room and 550 square feet of bar north of the central entry pavilion.
3. On the existing three floors of the Ferry Building.
4. On three full floors and a new, partial fourth floor.
5. On existing two floors and mezzanine.
6. Includes a new, partial third floor.
7. Includes existing second floor of bulkhead building and mezzanine.
8. Includes the bulkhead building and three floors in a new Pier One building.
9. Includes existing National Car Rental building.
10. Includes kiosks and stalls for open air market on BART platform.

Source: Continental Development Corporation.

Pier One.

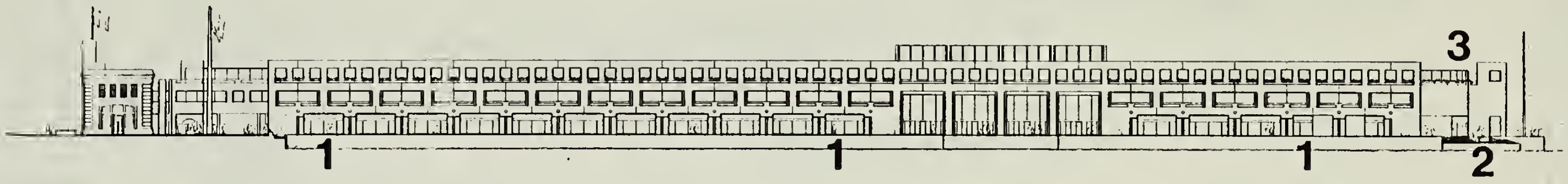
The 30-foot tall shed on Pier One would be demolished and replaced with a 40-foot tall structure containing offices (as in the DEIR Proposed Project, DEIR p. 27). The new building is proposed to be a world trade center and would consist of trade offices, maritime-related business, product display space, a telecommunications center, maritime archives, a library, and meeting and conference rooms.

The bulkhead facades would be retained and an opening for service vehicles added instead of the four car openings in the DEIR Proposed Project. The interior would be gutted, structurally strengthened and used for offices and five service/loading spaces. No space would be provided for automobile parking (DEIR p. 12 indicates 375 parking spaces in the bulkhead building).

There would be two circular plazas, one at the southeast end of Pier One and one between the bulkhead structure and the new office building. A suntrap/plaza would be located midway along the south side of Pier One. The pergolas (DEIR p. 30) would be eliminated. The eastern end of Pier One would be extended approximately 30-70 feet for one half of the pier width (the southern side) and approximately 85 feet for the other half (the northern side). A pedestrian walkway would be constructed around the pier which would be widened on the south side. A three-story high exhibit galleria with a skylight would be constructed in the new building behind the south side suntrap. The tidal stairs originally proposed for Pier One, DEIR p. 29, would be eliminated because of potential hazard to users. There would be 20,400 square feet of deck, 2,400 square feet (10.5%) less than in the DEIR Proposed Project, as indicated in Table 3, p. 21.

Figure 2 (p. 30) depicts the south elevation of Pier One and Figure 3 (pp. 31) shows ground level floor plans as proposed under this Preferred Composite Alternative.

**figure** 2. PIER ONE - SOUTH ELEVATION



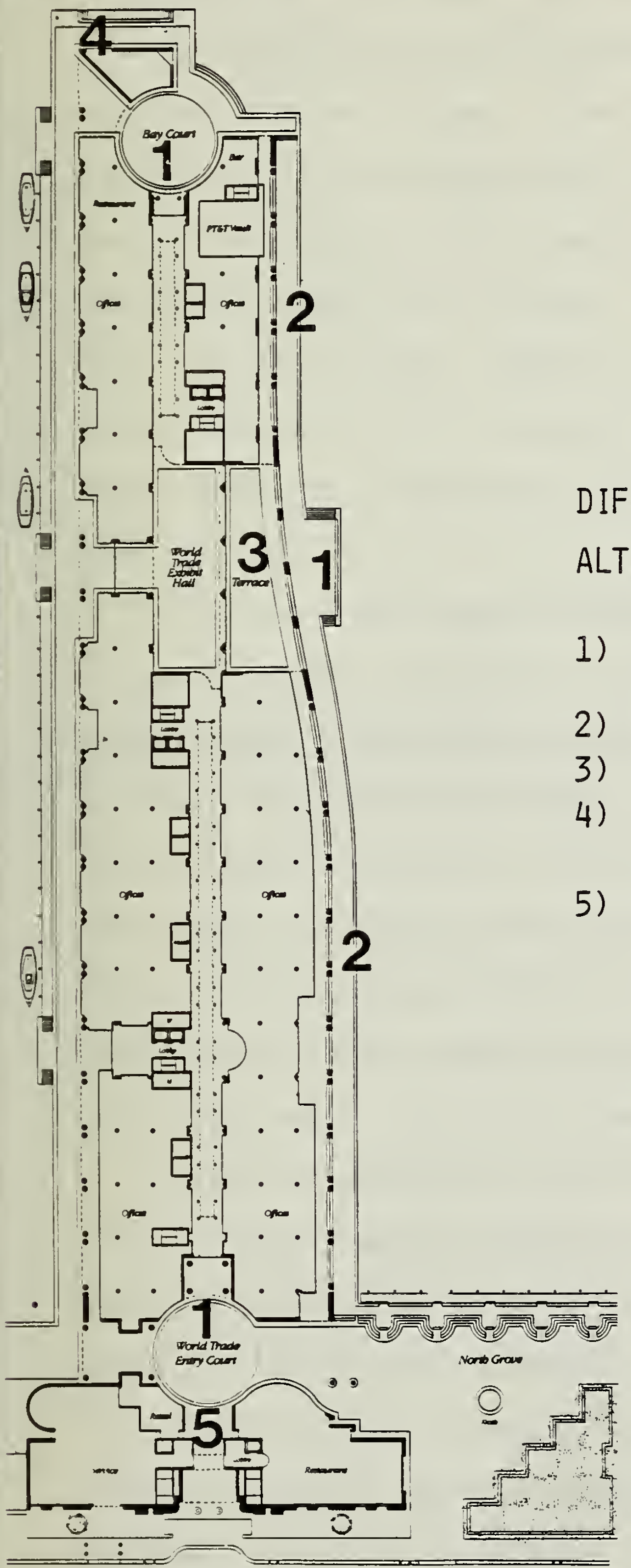
Preferred Composite Alternative

DIFFERENCES BETWEEN PREFERRED COMPOSITE ALTERNATIVE
AND PROPOSED PROJECT (DEIR)

1) Elimination of pergolas.
2) Addition of public space at East end of pier.
3) Increased building and pier deck square footage.

Source: Bendix Environmental Research, Inc. and I. M. Pei & Partners, Architects

**figure** 3. PIER ONE- GROUND LEVEL FLOOR PLAN



Preferred Composite Alternative

DIFFERENCES BETWEEN PREFERRED COMPOSITE ALTERNATIVE AND PROPOSED PROJECT (DEIR)

1) Courtyard and public deck areas added.
2) Elimination of pergolas.
3) Addition of suntrap.
4) Increased building and pier deck square footage.
5) Elimination of parking in Bulkhead; replaced by offices and 5 loading spaces.

Source: Bendix Environmental Research, Inc. and I.M. Pei & Partners, Architects

## Ferry Building.

The Ferry Building would undergo major restoration of the City side and north and south end facades; other parts of the building would be a mix of new construction and rehabilitation (no change from DEIR Proposed Project). The two new wing ends on the Bay side addition proposed on DEIR p. 27 and the pergolas would not be included in the 1983 Preferred Composite Alternative. The semi-circular restaurant extending onto the BART platform would not be included in this alternative. The changes in the design are intended to result in a design which would integrate with the City side of the building.

As in the DEIR Proposed Project (DEIR p. 21), the ground floor would include a galleria, intended to recreate a sense of the original nave that ran the length of the building, and a 3-story atrium, serving as the central entrance. The atrium and galleria areas would be open to the height of the roof and would be naturally lighted through the proposed skylight. The view through the arches at the central entry portal would be opened up by removal of the existing cafeteria, the World Trade Center sign, ramp, first floor clathri and the remaining southern staircase. A modern grand staircase to the second floor would be adjacent to the atrium.

Up to four pedestrian bridges would cross the galleria at the second floor and eight smaller bridges would cross at the third floor. The remaining original second floor terrazzo flooring would be removed and the mosaic Great Seal of California would be preserved and relocated to the first floor (DEIR pp. 105-106). The murals and about 4,000 square feet of marble on the walls would be removed. The original steel trusses would be restored or replaced, if necessary, to comply with building codes, and exposed. Ornamental brick would be repaired, or reconstructed where missing.

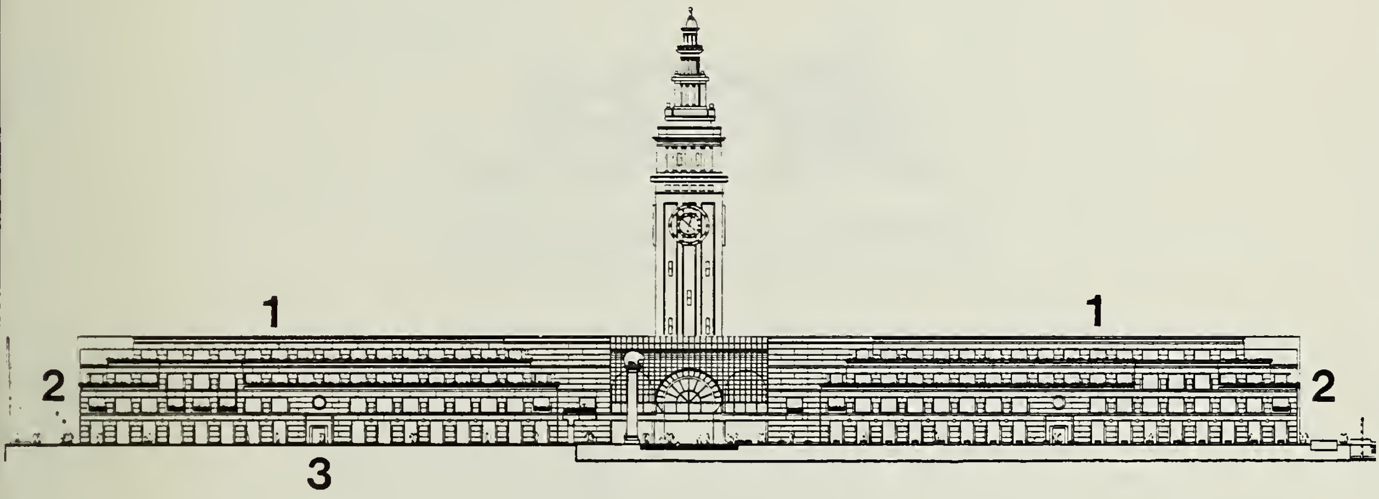
A new, partial fourth floor would be constructed behind (Bayward of) the galleria skylight, and would extend no higher than the existing 66-foot peak of the existing skylight monitors. The Bay side facade would have two new eastward extensions, separated by a plaza, which would step down toward the water from about 66 feet to 20 feet. The northern extension would be constructed about 34 feet over the Bay and the southern extension about 36 feet onto the BART platform. Figures 4 and 5 (pp. 34 and 35) show the Bay side elevation and section through the middle of the Ferry Building.

### Agriculture Building.

As in the DEIR Proposed Project (DEIR p. 27), the Agriculture Building would include an international food hall similar to Boston's Quincy Market, including food stalls, a galleria open at either end to connect with public outdoor spaces, and public outdoor seating areas at the proposed tidal stairs adjacent to The Embarcadero Promenade. The two-story, 1915 facades of the western wing of the Agriculture Building would be restored and modified by the addition of a service vehicle door in the north facade. The pile foundations beneath this wing would be replaced. The 1918 rear addition would be demolished, and a new Bay side addition would be built. The interior would be all new construction. A new, partial third floor would be built, extending three feet above and behind (Bayward of) the peak of the existing roof. The galleria skylight would extend up to 14 feet above the existing roof peak. The second and third floors would be occupied by the World Trade Club.

The 1983 Preferred Composite Alternative would differ from the DEIR Proposed Project in internal design, addition of an enclosed service area in the Agriculture Building, and change in location of the tidal stairs to line up with the east edge of the building. Figure 6 (p. 36)

**figure** 4. FERRY BUILDING - BAY SIDE ELEVATION



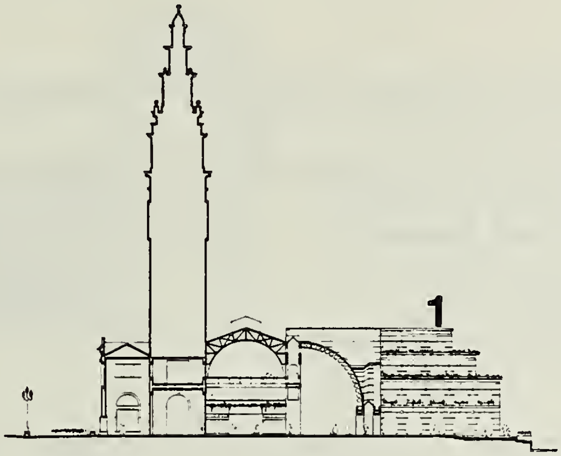
Preferred Composite Alternative

DIFFERENCES BETWEEN PREFERRED COMPOSITE ALTERNATIVE AND PROPOSED PROJECT (DEIR)

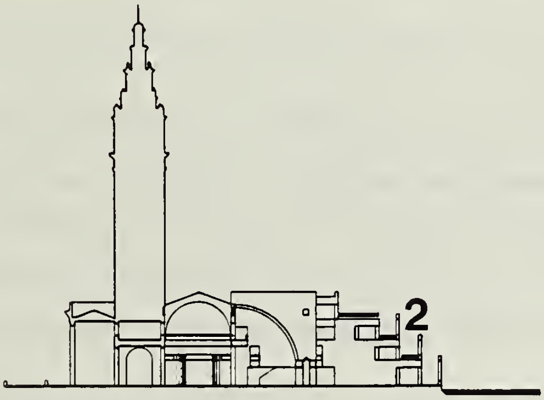
1) Elimination of pergolas.
2) Elimination of 30 foot wing additions on North and South ends of Ferry Building.
3) Elimination of semi-circular restaurant space.

Source: Bendix Environmental Research, Inc. and I.M. Pei & Partners, Architects

**figure** 5. FERRY BUILDING - SECTION THROUGH ATRIUM



Preferred Composite Alternative



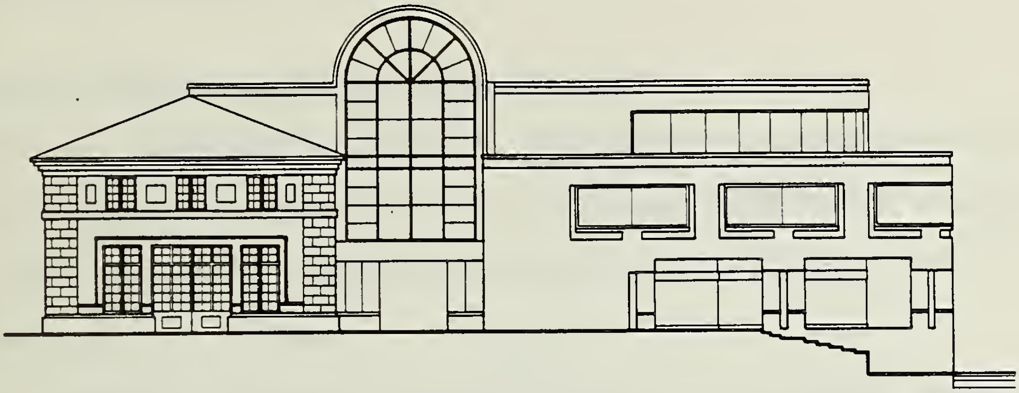
Proposed Project (DEIR)

DIFFERENCES BETWEEN PREFERRED COMPOSITE ALTERNATIVE AND PROPOSED PROJECT (DEIR)

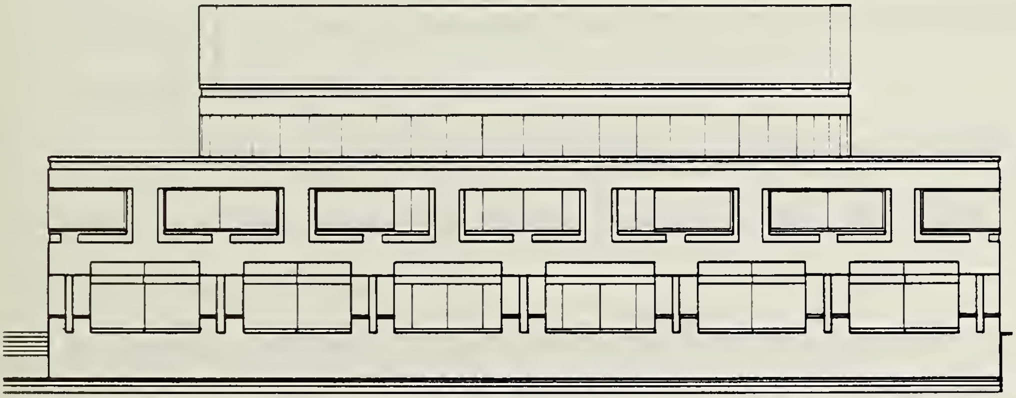
1) Preferred Composite Alternative would increase floor area and add landscaped terraces.
2) Pergolas would be eliminated.

Source: Bendix Environmental Research, Inc. and I.M. Pei & Partners

**figure** 6. AGRICULTURAL BUILDING ELEVATIONS



Preferred Composite Alternative - South Elevation



Preferred Composite Alternative - Bay Side Elevation

NOTE: Not Shown In Ferry Building DEIR

Source: Bendix Environmental Research, Inc. and I. M. Pei & Partners, Architects

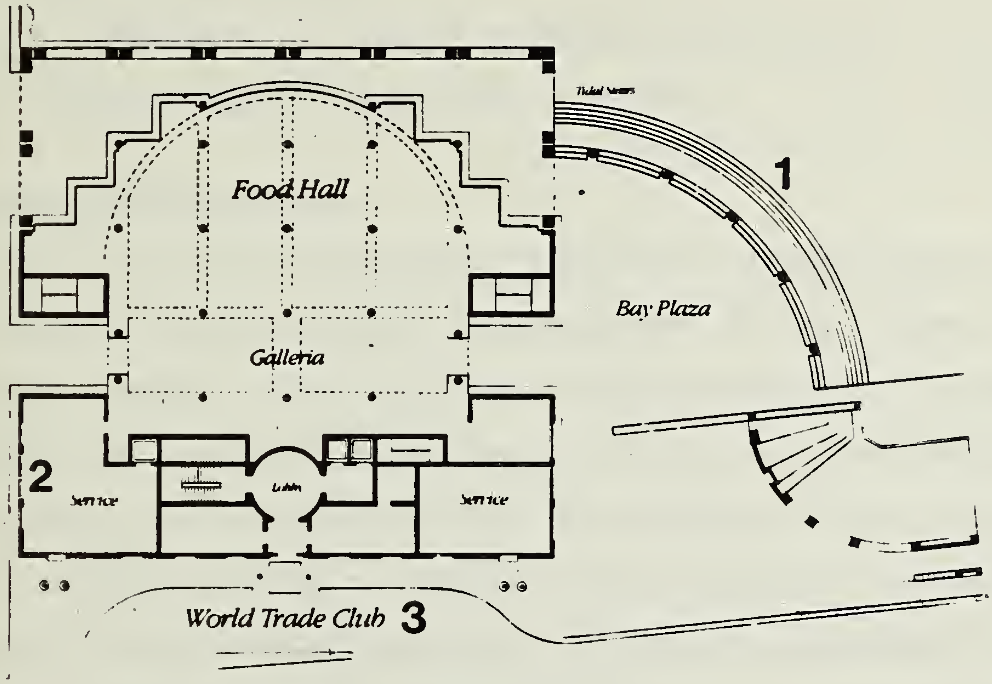
shows Bay and South elevations of the Agriculture Building as proposed under this alternative and Figure 7 (p. 38) shows the ground floor plan of the Preferred Composite Alternative.

Summary of Differences from DEIR Proposed Project.

The main differences between the 1983 Preferred Composite Alternative and the Proposed Project evaluated in the October 1982 DEIR are summarized below. The 1983 Preferred Composite Alternative would differ from the DEIR Proposed Project as follows:

1. Changes in the amount and distribution of open space, including an increase in outdoor, publicly accessible area of 20,700 square feet. Interior publicly accessible space would decrease by 11,800 square feet. Usable, walkable open space, as defined by the Special Area Plan, would increase from 208,000 to 228,700 square feet, a 20,700 square foot increase.
2. Changes in the amount and distribution of land uses (+1,500 square feet of office; +11,000 square feet of restaurant; and +37,500 square feet of retail use).
3. Elimination of the 30-foot wing extensions proposed for the north and south ends of the Ferry Building.
4. Elimination of the semi-circular restaurant proposed for the BART platform.
5. Provision of 18 off-street truck loading spaces (with possible increase to 21, if needed).
6. Elimination of the proposed tidal stairs at Pier One and the Ferry Building.
7. Elimination of pergolas proposed for Pier One and the Ferry Building.

## figure 7. AGRICULTURAL BUILDING - GROUND FLOOR PLAN



Preferred Composite Alternative

DIFFERENCES BETWEEN PREFERRED COMPOSITE ALTERNATIVE AND PROPOSED PROJECT (DEIR)

1) Radius of tidal stairs expanded.
2) Addition of service area to North side of building.
3) Addition of entrance to World Trade Club.

Source: Bendix Environmental Research, Inc. and I. M. Pei & Partners, Architects

8. Addition of a suntrap/plaza on the south side of Pier One.
9. Changes in the design of the Ferry Building Bay side addition, that would make it similar to the material and proportions of the City side of the building.
10. Elimination of auto parking in the Pier One bulkhead.
11. Changes in amount and distribution of fill.

## Environmental Considerations.

Many impacts of the 1983 Preferred Composite Alternative would be similar to those discussed in the DEIR Impacts Chapter, DEIR pp. 86-183. Other impacts are discussed in the Alternatives Chapter as follows: The impacts of elimination of the 30-foot-wings on the Ferry Building are discussed on DEIR pp. 207-8, see also DEIR p. 101. The expansion of Pier One public space is discussed on DEIR pp. 208-209. Increased office development on Pier One is covered on DEIR pp. 213-214. Inclusion of additional retail space is discussed on DEIR pp. 214-215. The impacts of off-street loading spaces are discussed in Alternative F-2, Off-Street Loading Spaces, DEIR pp. 220-221 and in the following discussion of transportation impacts. Elimination of the restaurant on the BART platform would eliminate the need for the plan amendment discussed on DEIR p. 88.

The 1983 Preferred Composite Alternative would preserve the Pier One bulkhead facades unlike the DEIR Proposed Project which would require removal of these bulkhead facades to allow subgrade construction. Preservation of the bulkhead facades would respond to the Northeastern Waterfront Plan, so that this policy would not need to be amended. Pier One policy in the Total Design Plan and the Northeastern Waterfront Plan calls for removal of parking from the north apron of Pier One. General City and BCDC planning policies call for removal of parking from piers, wherever possible, and relocation inland. The Composite Alternative would respond to this policy; the DEIR proposal would have required amendment of the Total Design Plan and and Northeastern Waterfront Plan to allow permanent parking on Pier One. Other Plan amendments would be necessary, as specified in Appendix H (the relevant addition to which is found on p. 55 of this Addendum). Impacts of these Plan amendments would be the same as the impacts of this Alternative noted above.

Travel Demand Analysis, Transit, and Vehicular Traffic.

The additional office, restaurant, and retail space in the 1983 Preferred Composite Alternative would generate 2,700 more person trip-ends per weekday than the DEIR Proposed Project (DEIR p. 130; a 30% increase).[1] About 500 of these person-trips would be made during the p.m. peak hour. The additional p.m. peak hour trips would consist of approximately 140 auto trips (a 127% increase), 50 Muni trips (a 32% increase), 30 BART trips (a 30% increase), and 10 or fewer trips on each other transit carrier. The new joint Muni/BART passes could result in some Muni trips switching to BART within San Francisco.

These projections, which are based on the modal split used in the DEIR (p. A-97), do not include any trips on AC Transit generated by restaurant and retail uses; thus, a worst case for auto trips is projected. The proximity of the project site to the Transbay Terminal could result in some BART and auto trips being made on AC Transit. Similarly, should the propo-

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1. Based on trip generation rates in the DEIR and on modal splits in the DEIR and "Ferry Building Complex: Parking and Pedestrian Analysis," April 1983, by DKS Associates (hereafter DKS Report), hereby incorporated by reference and summarized in the above text. This report is a transportation analysis of the 1983 Preferred Composite Alternative and of the Off-Site Mechanical Parking Structure Alternative which would have to be implemented by the Port. The report is available for review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, 5th Floor, San Francisco, CA 94102.

sed extension of Southern Pacific Railroad service to the Ferry Building be implemented (implementation is currently uncertain), it would attract some trips away from autos.

The 127% increase in p.m. peak hour auto trips over the DEIR Proposed Project would be due, in part, to a change in balance of land uses. The 1983 Preferred Composite Alternative would increase restaurant and retail space in the project to 39% of total space as compared to 32% of total space in the DEIR Proposed Project. Restaurant and retail uses generate more automobile travel per square foot than office uses, although peaking characteristics of these trips differ from those of office trips.

Traffic conditions at the intersections adjacent to the project site would remain very good if the 1983 Preferred Composite Alternative Project were built. This would also be the case if the DEIR Proposed Project were built. No long-term parking would be provided by the project (see discussion in DEIR pp. 141-3), so most peak hour trips (usually generated by employees) would be distributed at some distance from the project site and would not be expected to affect any particular intersections. Those short-term trips occurring during the peak hour would not cause traffic conditions at the Embarcadero/Washington or Embarcadero/Mission intersections to fall below Level of Service B, Very Good. The traffic peak generated by the project would occur at noon, when present traffic is relatively light. The above-mentioned intersections would continue to experience excellent traffic flow, Level of Service A, during the noon hour.

Parking.

The peak short-term demand generated by the Preferred Composite Alternative would occur at noon, when the noon restaurant peak would overlap with office and retail short-term demand. Peak short-term demand would be approximately 415 spaces:

| | |
|---|---|
| office...................... | 103 spaces |
| noon peak restaurant........ | 213 spaces |
| retail...................... | 99 spaces |
| TOTAL | 415 spaces |

Of these spaces, 312 would be generated by net new uses and 103 by existing uses. This 415 space short-term parking demand represents a 9% increase over the short-term parking demand which would be generated by the DEIR Proposed Project (approximately 380 spaces -- about 280 net new plus about 100 from existing uses; see Revisions to DEIR Text, pp. 8-9 of this Addendum).

The 1983 Preferred Composite Alternative would include no parking, so the demand generated would be met by nearby parking garages or increased transit use and would result in increased traffic due to some project generated drivers cruising in search of parking space. The Port of San Francisco has indicated its intent to have an off-site mechanical parking structure built (see Addendum p. 46 for additional information about this parking structure) to accommodate this demand and mitigate the impacts of project-related vehicles. Section 151 of the City Planning Code would require about 913 spaces to be provided for the 1983 Preferred Composite Alternative (as compared to 706 for the DEIR Proposed Project, DEIR p. 142), of which the parking structure would provide 44%. Under Section 161 of the Code, this project may be exempted from Section 151 requirements because it is in Northern Waterfront Special Use District No. 1.

Concurrent with implementation of the 1983 Preferred Composite Alternative, parking would be removed from Pier 2. This would require implementation by the Port. About 75 spaces[1] would be removed (24 leased by Sinbad's restaurant). Service and emergency access would be maintained.[2]

The 1983 Preferred Composite Alternative would have 18 off-street service/loading spaces, instead of the same number of on-street loading spaces under the DEIR Proposed Project, with five (2 at 35 feet and 3 at 25 feet) enclosed within the Pier One Bulkhead Building; three (at 25 ft.)

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[1] DKS Associates, Ferry Building Complex: Parking and Pedestrian Analysis, May 1983.

[2] Allerton F. Blake, Continental Development Corp., Project Sponsors, telephone conversation, 26 May 1983.

enclosed within the Agriculture Building; and ten (at 35 feet) in front of the Ferry Building. This would be a variation of Alternative F-2(d), DEIR pp. 220-1, which would include 4 off-street loading spaces inside the Pier One bulkhead building, 10 spaces in front of the Ferry Building, 3 on-street spaces in front of the Agriculture Building, 4 off-street spaces inside the Agriculture Building, for a total of 21 spaces. The potential pedestrian-vehicle conflicts mentioned on DEIR p. 221 would also exist with the 1983 Preferred Composite Alternative. This situation could be mitigated by prohibiting service vehicles from using the Agriculture Building spaces after 11:00 a.m. Truck loading in front of the Ferry Building would be prohibited after 11:00 a.m.; the southern truck loading zone would become a taxi, passenger, and valet parking loading zone at that time; the northern truck loading zone would become an extension of the open plaza area. The latter could become taxi and valet parking should demand become apparent. Three spaces in front of the Agriculture Building are planned for taxi, passenger, and valet parking only; but could be used for service/loading if needed. Section 152 of the Planning Code would require that 7 off-street loading spaces be provided for the 1983 Preferred Composite Alternative. City Planning Commission Resolution No. 9286, effective January 1982, would call for 19 service/loading spaces. Eighteen offstreet loading spaces would be provided and three additional spaces in front of the Agriculture Building would be available if needed.

## Pedestrian Access and Circulation.

Pedestrian impacts of the Preferred Composite Alternative would not be measurably different from those of the DEIR Proposed Project.[1] Most cross-

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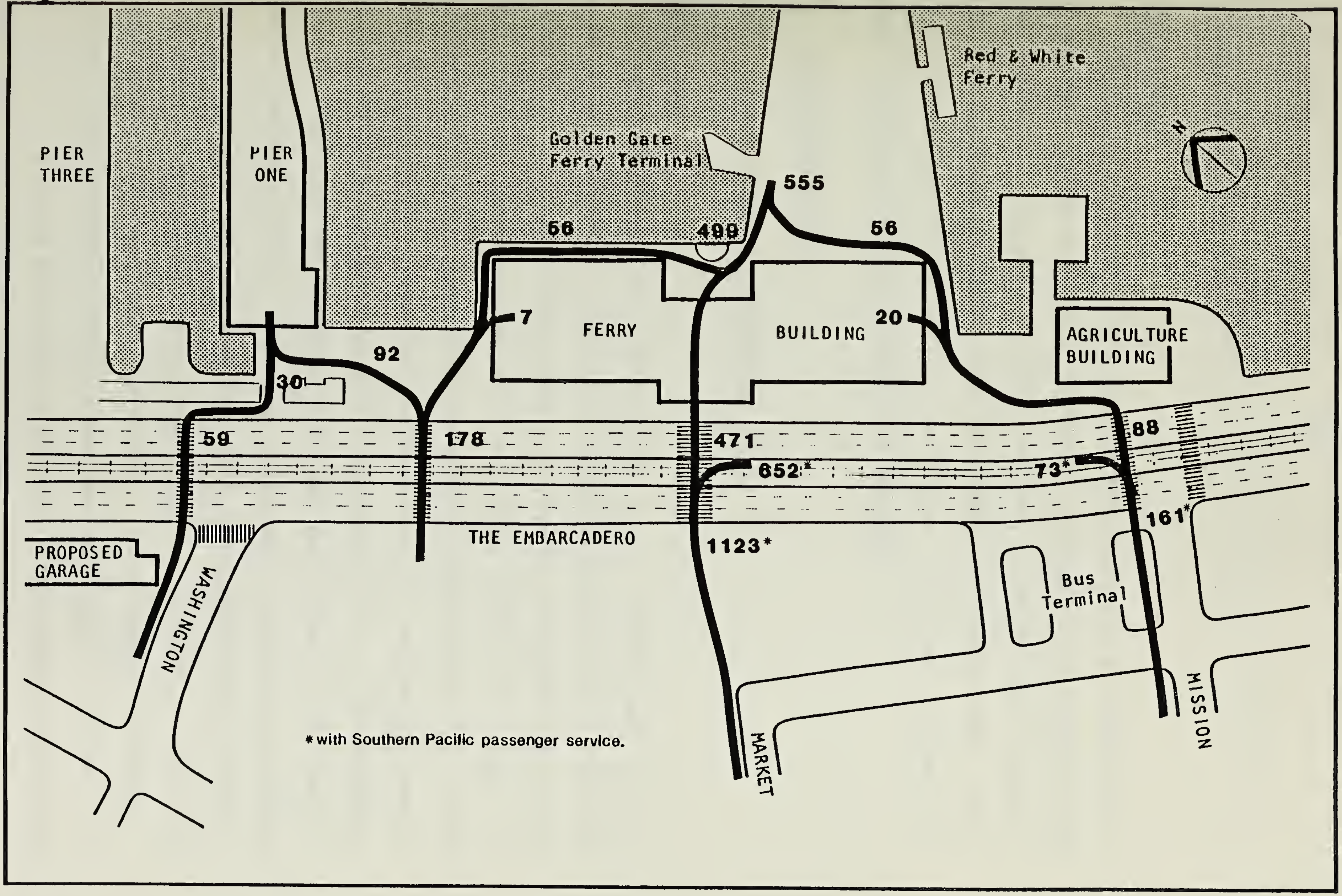
1. For a detailed analysis of pedestrian impacts of the Preferred Composite Alternative, see the DKS Report available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street 5th Floor, San Francisco, CA 94102.

walks and walkways would be "open" or "unimpeded" during morning, noon and evening peaks. However, The Embarcadero crosswalk to Market Street in front of the Ferry Building would experience "impeded" flow during morning and evening peaks, when many Golden Gate Ferry passengers use the crosswalk. At the noon peak, unimpeded flow would occur in front of the Ferry Building with with the 1983 Preferred Composite Alternative or the DEIR Proposed Project, although impeded flow was projected in the DEIR. This change of DEIR Proposed Project effect is due to the availability of more refined walkway plans and more specific data on pedestrian flows (from on-site surveys). During the morning peak, "impeded" flow would also occur behind the Ferry Building (between the Ferry terminal and the building), when ferry passengers would arrive (see Fig. 8, p. 45). The route used by most Ferry passengers would have a minimum width between the northeast corner of the Ferry Building and the edge of the deck, which could result in a safety problem. The DEIR did not address this problem, as it was discocovered during analysis for the 1983 Preferred Composite Alternative based on more refined project drawings. The detailed design of this area and possible use of a railing or other barrier at the Bay edge of this walkway would be considered by Port staff before issuance of permits.

**figure** 8. PEDESTRIAN FLOWS - 15 MINUTE A.M. PEAKS



*with Southern Pacific passenger service.

## REVISED DISCUSSION OF ALTERNATIVE F-1

### Introduction.

The design of the off-site mechanical parking structure, Alternative F-1, has been revised to provide for vehicular access to the structure with less disturbance of existing traffic patterns, by moving the entrance to the proposed parking structure from The Embarcadero to Washington Street. The rewritten text of the alternative follows. This text replaces DEIR pages 216-218 and the first paragraph on page 220.

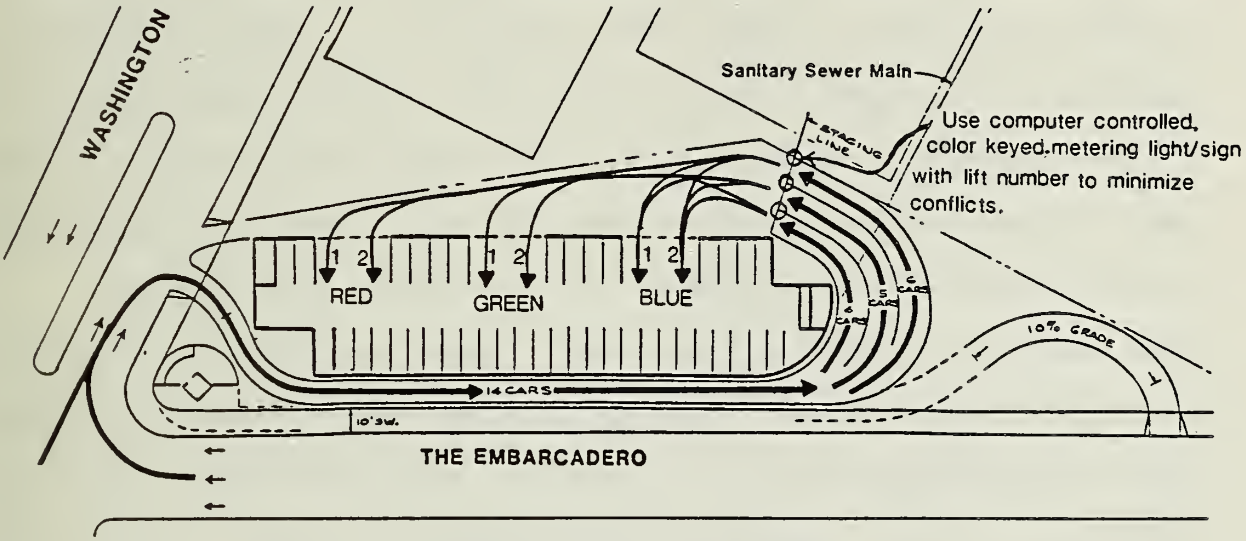
## F. Parking Alternatives

### F-1. Off-Site Mechanical Parking Structure.

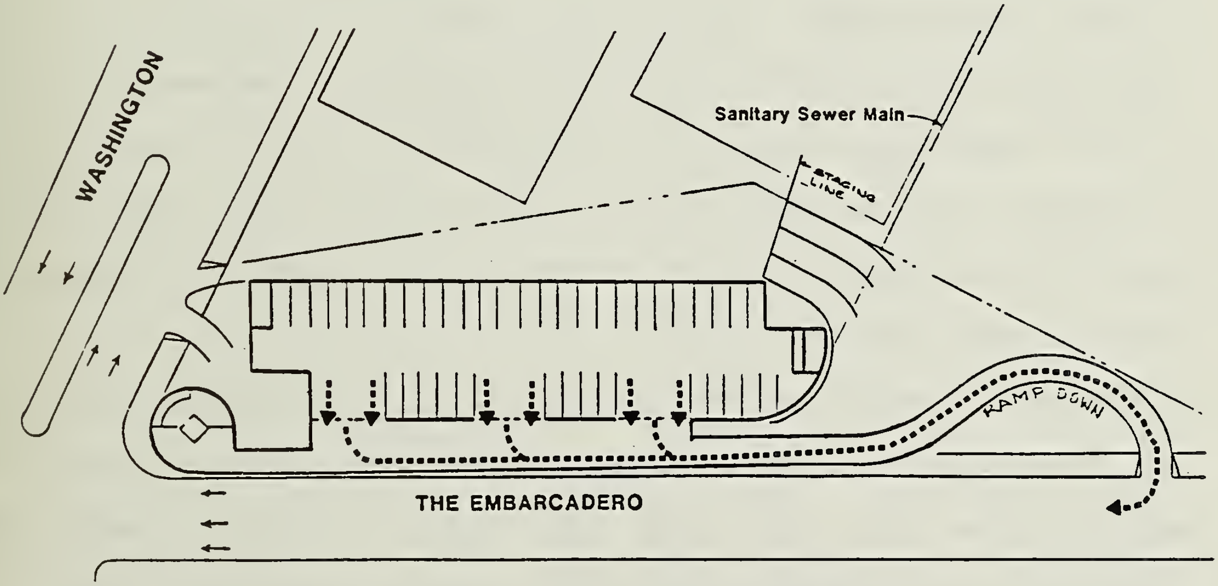
### Description.

Under this alternative, short-term parking for about 400 cars would be provided in a mechanical, electrically-powered auto-stacking structure (see Figure 9, p. 47). Section 151 of the City Planning Code would require the 1983 Preferred Composite Alternative project to provide 913 spaces, of which the parking structure would provide 44%. Under Section 161 of the code, the project may be exempted from the Section 151 requirements because it is in Northern Waterfront Special Use District No. 1. The structure would be located on Port property on the northwest corner of The Embarcadero and Washington Street, a site now occupied by a gas station, a parking lot, and two small adjoining Port lots. The gas station would be removed. This site has approximately 47,100 square feet or 1.1 acres, of which the garage would cover about 15,600 square feet. Golden Gateway residential buildings are across Drumm Street to the west and diagonally northwest of the site. On the site block there are tennis courts between the site and Drumm Street and the Golden Gateway Building.

**figure** 9. OFF-SITE MECHANICAL PARKING STRUCTURE ALTERNATIVE



Entrance Level (at grade)



Exit Level (one floor above grade)

Source: Bendix Environmental Research, Inc. and DKS Associates

The 86,300 square foot structure would be about 44 feet high above grade, 250 feet long in the north-south direction, and 63 feet wide in the east-west direction. It would have eight levels; three below grade and five above grade. Typical levels would be about 8 feet high, with entrance and exit floors about 10 feet high. Access to three car-elevators would be from Washington Street. Each car elevator could carry two cars at a time.

If parking were provided at this location, about 950 feet from the entrance to the Ferry Building, changes would be made at Pier One, where the DEIR Proposed Project includes parking. With the DEIR Proposed Project, the facade at the Pier One Bulkhead would be demolished and reconstructed with 4 doors for vehicle access and egress. With the combination of this alternative and the 1983 Proposed Composite Alternative, the facade would not be demolished, only one door would be required, and the area which would be used for parking with the DEIR Proposed Project would be used to accommodate an additional 35,000 square feet of office space and a service vehicle area. There would be an additional 18,000 square feet of office space added to the Pier One building (5,000 more than proposed in Alternative E-1, DEIR p. 213), providing a total of 53,000 more square feet of office space on Pier One than with the DEIR Proposed Project. Office space development at Pier One would be 214,000 square feet, as compared to 161,000 square feet with the DEIR Proposed Project, an increase of 33%. The amount of restaurant space, 4,000 square feet, would remain the same as in the DEIR Proposed Project. With this alternative, total office and commercial development on Pier One and in the bulkhead building would be 218,000 square feet, compared to 165,000 square feet in the DEIR Proposed Project, an increase of 32%.

## Environmental Considerations.

The Northeastern Waterfront Plan, the Total Design Plan, the Special Area Plan and the Bay Plan encourage inland parking, to keep such facilities from the water's edge and from areas of intense pedestrian activity. The mechanical parking structure could be permitted in the RC-4 (Residential Commercial, High Density) district with Conditional Use authorization. As the inland site is an 84-E Height and Bulk district, the 44-foot parking structure would be 40 feet lower than the maximum height allowable. Bulk restrictions in this district apply only above 65 feet. This alternative would move parking away from the water's edge in response to the above plans.

This alternative would require excavation to a depth of approximately 21 to 23 feet and pile driving. As three Gold Rush ships were mapped for the area one block west of this site (at Drumm and Washington), it is possible that excavation and pile driving could impact archeological remains. Construction on fill which underlies this site could result in subsidence, especially if dewatering were required for the below-grade construction.

Unmuffled pile drivers may produce 105-110 dBA at a distance of 50 feet; the quietest pile driver tested by the City produced 98 dBA at 50 ft.[1] Since the quietest type of equipment may not be compatible with construction requirements, muffled pile drivers have been assumed to produce 100 dBA at 50 50 feet. Pile driving noise would impact Golden Gateway residences with noise levels of 82-88 dBA[2] at the nearest corner of the building across

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1. McDonald, Ray, Chief Building Inspector, Bureau of Building Inspection, Dept. of Public Works, as referenced in FEIR 81.492E, 90 New Montgomery November 1982, p. 81.
2. All noise levels have been estimated on the basis of 100 dBA at 50 feet from the pile driver and a drop of 6 dBA for each doubling of distance, i.e. 94 dBA at 100 feet, 88 dBA at 200 feet, etc.

Drumm Street and at the nearest corner of the building northwest of the site. This would be 16-23 dBA above the ambient noise level of 65 dBA.[1] Such noise levels would be expected to be disruptive of normal activity for persons home during construction hours. Pedestrians on the east side of Drumm St. would be exposed to about 100 dBA. Pedestrians on the west side of The Embarcadero (existing noise level about 80 dBA[1]) could be exposed to more than 100 dBA during pile driving. Users of the north side of The Embarcadero Plaza area would be exposed to 88 to 94 dBA. The Comprehensive Plan indicates that new recreation areas should generally not be sited in areas where the noise level is above 80 dBA.[1]

Walls and closed windows would attenuate the noise somewhat but would not bring the noise level down to acceptable levels during construction. Measures to mitigate noise transmission to residential interiors could be developed should this alternative be selected. The Port would require that an acoustical analysis similar to that described in DEIR mitigation measure 60, DEIR p. 195, be performed to develop means of reducing the noise impact upon Golden Gateway residents, should this alternative be approved.

This parking structure alternative would remove 52 existing long-term parking spaces (at the two Port lots) and add 400 short-term spaces. The peak short-term parking demand generated by the office, restaurant, and retail uses of the 1983 Preferred Composite Alternative would be approximately 415 spaces. Thus, the parking garage would meet the short-term parking demand generated by the project, but a few cars might use nearby parking garages at the noon peak hour. It is possible that there would not be a shortage of parking at peak times, as parking generation predictions are

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1. Comprehensive Plan of the City and County of San Francisco Environmental Protection Element, Transportation Noise, 1974, pp. 16-17.

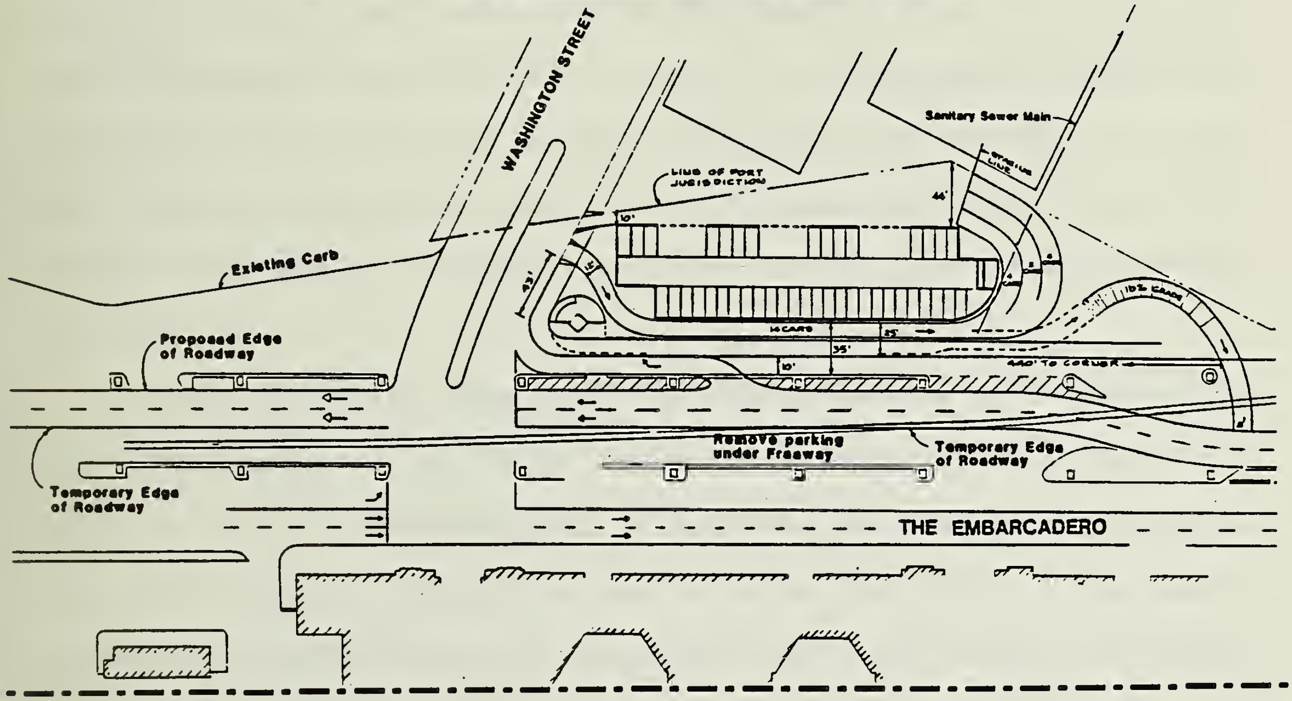
not exact (15 spaces = 4% of 400 spaces). Existing parking garages at a similar distance from the project could attract some project-generated parking. The project sponsor would be willing to implement a validation system within the project applicable only to this off-site parking structure, which would discourage use of other garages by project users. The parking structure would operate in the evening to accommodate restaurant and retail demand generated by the project. In accordance with the Northeastern Waterfront Plan (discussed on DEIR pp. 141-2), no long-term parking would be provided.

Access to the garage would be provided from a single point off Washington Street, approximately 40 feet west of the curb return of Embarcadero/ Washington. Egress would be provided to The Embarcadero from a single-point driveway approximately 430 feet north of the curb return of Embarcadero/Washington. If the elevated sections of The Embarcadero are demolished, the ramp connecting the Freeway and Washington Street would be removed. Access to the parking structure entrance would be via the Washington Street/ Embacadero intersection. Egress from the parking structure would remain the same; the only difference being a shorter exit ramp connecting to the Embarcadero (See Figure 10, p. 52).

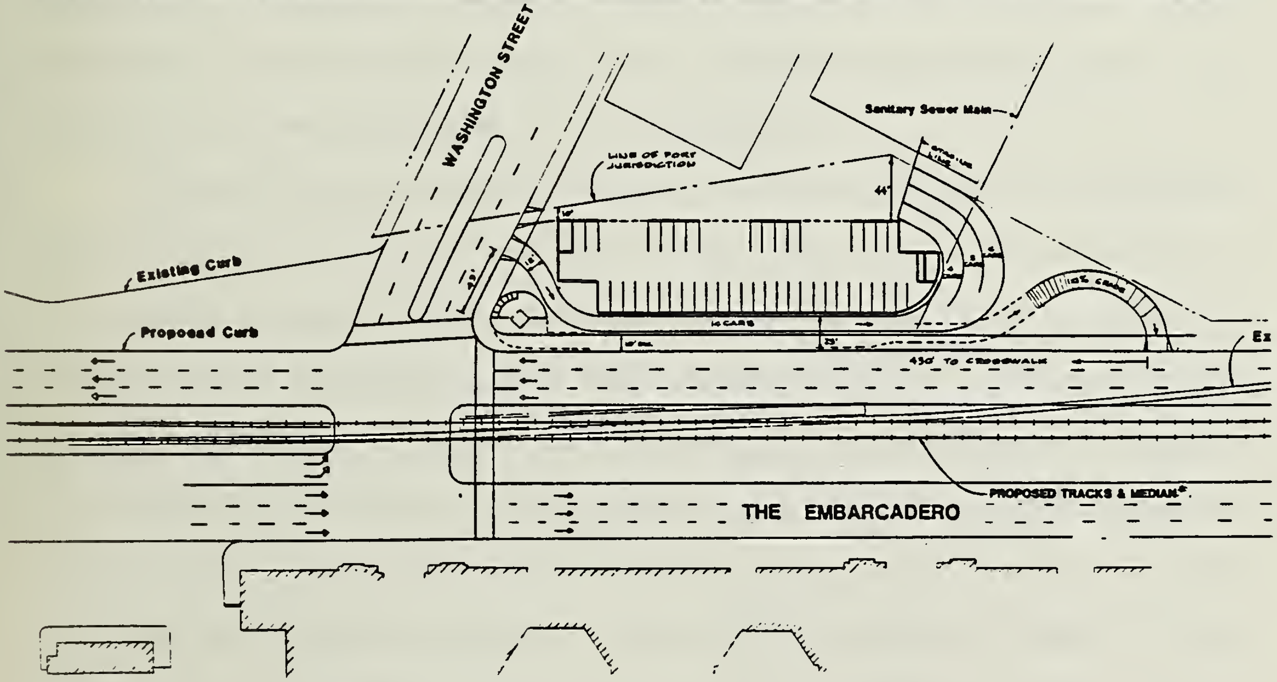
A pedestrian exit/ vehicle overflow exit (exit for vehicles when structure is full) would be provided near the southwest corner of the garage to Washington Street. Traffic would approach the garage from The Embarcadero northbound (left turn at Washington) or southbound (right turn at Washington). A signal would probably be necessary at The Embarcadero and Washington Street intersection to control turning movements safely and to provide safer pedestrian access across The Embarcadero. The Department of Public Works must approve installation and location; the Port would determine

**figure** 10. OFF-SITE MECHANICAL PARKING STRUCTURE-EMBARCADERO ACCESS/EGRESS

Existing Elevated Embarcadero Freeway



Embarcadero Boulevard Proposal (existing elevated sections removed)



Source: Bendix Environmental Research, Inc. and DKS Associates

responsibility for costs.

Entry lanes would wrap around the garage in a counter-clockwise fashion from Washington Street providing off-street queueing space for 29 vehicles. Peak-of-the-peak conditions would generate a maximum queue length of 27 vehicles, so the queue would probably never extend into the street. A ten-foot sidewalk would be provided adjacent to the garage site with space for a small landscaped strip between the entry road and sidewalk along The Embarcadero.

Painted pedestrian lanes would be provided on the west side of the garage to lead people out to the Washington Street sidewalk at the pedestrian exit/vehicle overflow point. Pedestrians returning to pick up their cars would enter an elevator/stairway kiosk at the corner of Washington Street and The Embarcadero which would take them to the second level garage exit area. By providing grade separation for people retrieving their cars, pedestrian conflicts with entering vehicles would be eliminated. Vehicles would be picked up on this second level platform area and then exit via a semicircular ramp (10% grade) to The Embarcadero.

The parking structure would be about 16 feet lower than the freeway and buildings to the west and would not block views from upland locations as long as the freeway remained standing. From higher elevations or the upper floors of tall buildings, people would be able to see the flat roof of the garage. This impact could be mitigated by placing architectural elements or landscaping on the roof. See Figure 33, p. 219, for a photomontage of the structure, illustrating views of the garage as seen from Telegraph Hill and from The Embarcadero roadway. Should The Embarcadero Freeway be taken down, the garage would block potential views of the Bay seen from the lower floors of the Alcoa Building, Golden Gateway Commons, Justin Herman Park and Plaza, and the Hyatt Regency Hotel.

Implementation of this Alternative would be the responsibility of the Port. The Port Commission has passed a resolution of intent to use the site for this purpose to mitigate the parking impacts of the Ferry Building Complex. This would require application by the Port for a Conditional Use authorization from the City Planning Commission. The project sponsor intends to attempt to obtain lease control so as to implement this alternative. Mitigation Measure 17, DEIR, p. 187, regarding potential sub-surface archeological material would apply to this alternative.

## PLAN AMENDMENTS

### Introduction.

The 1983 Preferred Composite Alternative would require amendment of the Northeastern Waterfront and Total Design Plans, as would the DEIR Proposed Project. Appendix H has been revised, as follows, to include Plan Amendments for the 1983 Alternative. The new material is inserted on p. A-131 of the DEIR before discussion of Alternative E-1.

### AMENDMENTS TO THE NORTHEASTERN WATERFRONT PLAN:

### ALTERNATIVE AA. 1983 PREFERRED COMPOSITE ALTERNATIVE

The amendments required for this alternative would be the same as for the project, except for the following:

#### Pier One

Policy 3: No Plan amendment to allow Permanent short-term parking on Pier One would be needed.

#### Ferry Building

Policy 2: This policy would be amended as for the DEIR Proposed Project except that the last phrase, regarding building height, would be corrected as follows: "limit its height to the height of the existing nave monitors."

Policy 6: This policy would be amended as for the DEIR Proposed Project except that no amendment would be required for a two-story semicircular restaurant extending into the BART platform as the restaurant extension is deleted from the alternative design.

### Agriculture Building

**Policy 1**: This policy would be amended as for the DEIR Proposed Project except that the fifth sentence would be revised regarding roof height as follows:
"Permit the addition of a partial third floor (as for the DEIR Proposed Project) to be no higher, except for the galleria skylight, *than three feet above the peak of the existing roof*."

### Ferry Building Complex

**Policy 1**: Limit development of Pier One, the Ferry Building and the Agriculture Building as follows:

- All buildings, gross area 672,000 square feet.

- Total offices, up to 309,500 net rentable square feet.

- Total commerical recreation up to 163,000 net rentable square feet.

- restaurant 60,000 sq. ft. (excluding Sinbad's and Ferry Plaza Restaurants)

- retail 103,500 sq. ft.

- food hall 9,000 sq. ft.

- World Trade Club 31,500 sq. ft.

- Ferry Building 247,000 sq. ft.

- Agriculture Building 44,100 sq. ft.

- Pier One 218,000 net rentable sq. ft.

Open Space

| | |
|---|---|
| - Usable walkable public open space | 278,000 sq. ft. |
| - Interior public pedestrian circulation | 48,600 sq. ft. |

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the Embarcadero Freeway
P.O. Box 2115
San Francisco, CA 94126
Attn: Jon Twitchell

Continental Development Corporation
215 Fremont Street, 9th Floor
San Francisco, CA 94105
Attn: Allerton F. Blake
Gene Mays

Cushman Wakefield
555 California, Suite 2700
San Francisco, CA 94104
Attn: Calvin Dare

Downtown Association
582 Market Street
San Francisco, CA 94104
Attn: Lloyd Pflueger

Downtown Senior Social Services
295 Eddy Street
San Francisco, CA 94102

Embarcadero Center, Inc.
3 Embarcadero Center, Suite 2360
San Francisco, CA 94111
Attn: James Bronkema, President

Environmental Impact Planning Corp.
319 11th Street
San Francisco, CA 94103
Attn: Russell Faure-Brac

Environmental Science Associates
1291 E. Hillsdale Boulevard
Foster City, CA 94404
Attn: Jo Julin

Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109
Attn: H. Grant Dehart
Executive Director

Friends of the Earth
1045 Sansome Street, #404
San Francisco, CA 94111
Attn: Connie Parrish

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Heller, Ehrman, White & McAuliffe
44 Montgomery Street, 32nd Floor
San Francisco, CA 94104
Attn: Robert L. Gibney, Jr.

Hyatt Regency Hotel
5 Embarcadero Center
San Francisco, CA 94111
Attn: Peter Goldman, Manager

I. M. Pei & Partners
600 Madison Avenue
New York, NY 10022
Attn: James Ingo Freed
John L. Sullivan

Jefferson Associates
638 McAllister Street
San Francisco, CA 94102
Attn: Carolyn Hurlbut

Lincoln Property Company
220 Sansome Street
San Francisco, CA 94104
Attn: David Capron

McCutchen, Doyle, Brown
& Enersen
3 Embarcadero Center
San Francisco, CA 94111
Attn: Edward S. Merrill

Peter Culley Associates
530 Howard Street
San Francisco, CA 94105
Attn: Joe Buel

Pacific Gas & Electric
77 Beale Street, #2429
San Francisco, CA 94104

Pacific Telephone & Telegraph
140 New Montgomery Street
San Francisco, CA 94105

Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120
Attn: Abby Staeble

Planning Analysis &
Development
530 Chestnut Street
San Francisco, CA 94133
Attn: Gloria Root

Robert Meyers Associates
5826 Balboa Drive
Oakland, CA 94611

San Franciscans for Reasonable
Growth
88 First Street, Rm. 600
San Francisco, CA 94105
Attn: Suzanne Smith

San Franciscan Beautiful
41 Sutter Street, Rm. 621
San Francisco, CA 94104
Attn: Mrs. Klussman

San Francisco Building &
Construction Trades Council
400 Alabama Street, Rm. 100
San Francisco, CA 94110
Attn: Stanley Smith

San Francisco Convention &
Visitors Bureau
1390 Market Street, Suite 260
San Francisco, CA 94102
Attn: George D. Kirkland
Executive Director

San Francisco Ecology Center
13 Columbus Avenue
San Francisco, CA 94111

San Francisco Forward
690 Market Street, Suite 800
San Francisco, CA 94104
Attn: Frank Noto

San Francisco Junior Chamber
of Commerce
251 Kearny Street
San Francisco, CA 94104

San Francisco Labor Council
3068 Sixteenth Street
San Francisco, CA 94103
Attn: Bernard Speckman

San Francisco Planning &
Urban Research Association
312 Sutter Street
San Francisco, CA 94108
Attn: Michael McGill

John Sanger & Associates
2340 Market Street
San Francisco, CA 94114

Save the Bay
2140 Shattuck Avenue, Ste. 309
Berkeley, CA 94701
Attn: Janice Kittredge
Sylvia McLaughlin

Senior Escort Program
South of Market Branch
814 Mission Street
San Francisco, CA 94100
Attn: Neighborhoord Coordinator

Sierra Club
530 Bush Street
San Francisco, CA 94108
Attn: Becky Evans

Southern Pacific Railroad Corp.
One Market Plaza
San Francisco, CA 94105

Sullivan, Roche & Johnson
Mills Tower, 220 Bush Street
San Francisco, CA 94104
Attn: Arthur H. Connolly

The SWA Group
2200 Bridgeway Blvd.
Sausalito, CA 94965

Telegraph Hill Dwellers Assoc.
1308 Montgomery Street
San Francisco, CA 94133
Attn: Anne Halsted

Tenants and Owners Development Corporation
177 Jessie Street
San Francisco, CA 94105
Attn: John Eberling

Individuals

Jim Agostino
600 Lombard Street
San Francisco, CA 94105

Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105
Attn: Michael Rushman

Joe Buel
30 Bothin
Fairfax, CA 94930

Hancock, Rothert, Bundshaft
100 Bush Street
San Francisco, CA 94104
Attn: Barry Bundshaft

Bruce Carlson
30 Rausch St. #4
San Francisco, CA 94103

Dale Carlson
369 Pine St. #800
San Francisco, CA 94104

Chinatown Federal Savings & Loan Association
1241 Stockton Street
San Francisco, CA 94133
Attn: David Chang

Kathy Clement
3583 Third Avenue #1
San Francisco, CA 94118

Coldwell Banker
1 Embarcadero Center 23rd Floor
San Francisco, CA 94111
Attn: Stan Cohn

Joseph Coriz
2853 22nd Street
San Francisco, CA 94118

Pat Flanagan
Standard Fisheries
Foot of Leavenworth
San Francisco, CA 94133

Charles T. Gill
315 Ivy Street
San Francisco, CA 94102

Gary Gross
434 Duncan Street
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Sue Hestor
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San Francisco, CA 94114

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2 Whiting Street
San Francisco, CA 94133

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241 Bartlett
San Francisco, CA 94110

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80 Merced Avenue
San Francisco, CA 94127

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San Francisco, CA 94122

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Chris Lavdiotis
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San Francisco, CA 94116

Michael Levin
834 29th
San Francisco, CA 94121

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Half Moon Bay, CA 94019

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Economic Development Commission
552 McAllister Street
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1517 Reed Avenue #2
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Charles Hall Page & Assoc.
364 Bush Street
San Francisco, CA 94104

Consumer Action
1417 Irving Street
San Francisco, CA 94122
Attn: Kay Patchner

Barry Pearl
1279 23rd Avenue
San Francisco, CA 94122

The Mining Lamp, Inc.
115 Grand View Avenue
San Francisco, CA 94114
Attn: Chester Peters,
Chairman

G. Bland Platt
339 Walnut Street
San Francisco, CA 94118

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San Luis Obispo, CA 93401

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44 Montgomery Street, Suite 547
San Francisco, CA 94104

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Citizen's Savings & Loan Assoc.
700 Market Street
San Francisco, CA 94102
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120 Montgomery Street #1850
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Kenneth Watson
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San Francisco, CA 94114

Steven Weicker
899 Pine Street #1610
San Francisco, CA 94108

Campeau Corporation of
California
681 Market Street
San Francisco, CA 94105
Attn: Jeff Vance

## Libraries

Business Library
City of San Francisco
530 Kearny
San Francisco, CA 94108

Documents Department
City Library - Civic Center
200 Larkin Street
San Francisco, CA 94102
Attn: Faith Van Liere

Environmental Protection Agency
Library
215 Fremont street
San Francisco, CA 94105
Attn: Jean Circiello

Government Documents Section
Stanford University
Stanford, CA 94305

Government Publications Dept.
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of Law Library
198 McAllister Street
San Francisco, CA 94102

Institute of Governmental Studies
1209 Moses Hall
University of California
Berkeley, CA 94720